

Mails.

NORDDEUTSCHER LLOYD.

BREMER.

IMPERIAL GERMAN MAIL LINES.

JESSELTON, KUDAT and SAN "BORNHO" (T. 5,050) SATURDAY, 17th Dec, 11 A.M.
 DAKAR "Capt. F. Sembill" (T. 6,750)

NAPLES, GENOA, ALGIERS, "PRINZ LUDWIG" (T. 5,050) WEDNESDAY, 23rd Dec, at Noon.
 GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG "Capt. F. v. Benz" (T. 13,370)

MANILA, YAP, MARONN, NEW GUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE "COBLENZ" (T. 6,750) SATURDAY, 31st Dec, at Daylight.
 "Capt. H. Regeer" (T. 6,750)

OOB and YOKOHAMA "PRINZ WALDEMAR" (T. 6,103) About TUESDAY, 10th January.
 "Capt. F. Iscke" (T. 6,103)

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 15th December, 1910.

To Let.

TO LET.

A HOUSE in KNOTSFORD TERRACE.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 8th November, 1910. [70]

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.
 1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.
 OFFICES, No. 2, CONNAUGHT ROAD 3rd Floor.

A HOUSE in WONG-WEI-CHONG ROAD, OFFICES in YORK BUILDING, No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Tram stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 2nd November, 1910. [59]

TO LET.

GODOWN No. 34, DUNDRELL STREET.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 2nd Nov., 1910. [51]

Intimation

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
 10.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.00 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 15 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 15 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

5.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 15 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.00 a.m. to 12.00 noon. Every 15 minutes.
 12.00 noon to 1.00 p.m. Every 15 minutes.
 1.00 p.m. to 2.00 p.m. Every 15 minutes.
 2.00 p.m. to 3.00 p.m. Every 15 minutes.
 3.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 8.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.
 Hongkong, 2nd April, 1909. [19]

Intimations.

GENTLEMEN,
 WE HAVE SOMETHING TO
 SUIT YOU!

JUST ARRIVED, a wide range of New Fashionable Suit length pieces of 3/2 yds. double width.

Pyjama Suits, Woollen, Flannel and Flannelette.

Silk Scarves, assorted colours; Scarf Pins, rolled gold and gold plated. Dress Neck Ties, White and Black.

HOOSAIN-ALI & CO.,
 No. 14, QUEEN'S ROAD CENTRAL
 Hongkong, 15th November, 1910. [68]

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed
 HATS, RIBBONS, FLOWERS
 & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and
 HOUSEHOLD LINENS.

Samples on application.
 Coast Port Orders carefully executed

Hongkong, 6th September, 1909. [41]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

15, D'AGUILAR STREET, HONGKONG.

Hongkong, 2nd September, 1909. [1]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.O. 4th, 5th Edition, Lieber's, Scott's, A.I., and
 Watkin's.

DRY DOCK DEPARTMENT.—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.
 Width of Entrance 80 " Width of Entrance 50 " Width of Entrance 63 "
 Water on Blocks 18 " Water on Blocks 16 " Water on Blocks 12.5 "

Mooring basin 600 feet x 100 feet x 25 feet deep.

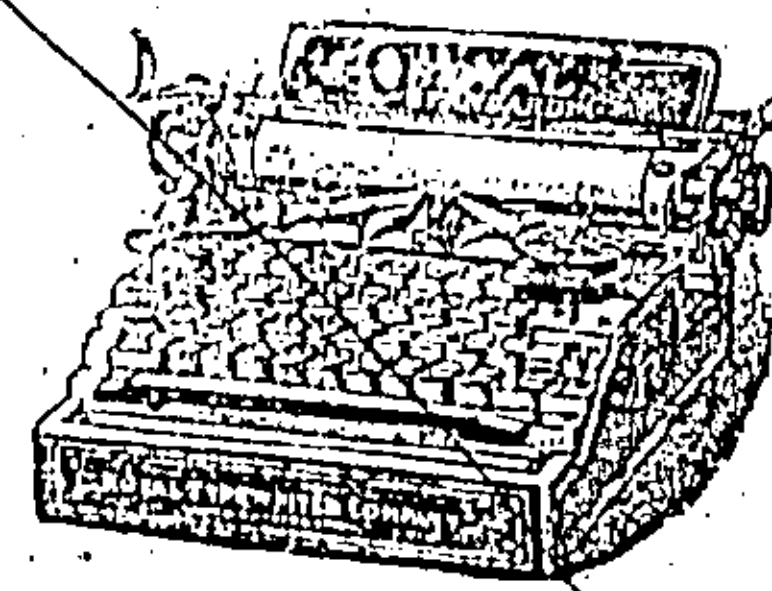
EVERY description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, fitted with derrick to lift 45 tons; pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT.

Telephones: Midoricho Office 533, or 575, Customs Branch Office 1392, Takashimacho Office 292, or 2050, Iritancho Office 2151.

106 buildings, principally of brick and steel, 358 acres. 13 buildings are private bonded warehouses. Floor area 73,311 square yards or 151.5 acres. Direct water frontage of 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 tons derrick, tugs, launches, etc. Onshore brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910. [13]



FREE TRIAL.

TRY THE

ROYAL STANDARD TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

62, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 15th August, 1910. [4]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,350,000)

Loans on Mortgage of House Property, & Goods received on Storage.
 Advances made on Merchandise.
 Loans made on the Provident System.
 (Rates and Particulars on application).

THE OFFICE OF
 TRUSTEE, EXECUTOR OF WILLS,
 ATTORNEY, &c.,
 Undertaken and Executed.

SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 10th March, 1908. [41]

F. BLACKHEAD & Co.,

SHIP CHANDLERS, SAILMAKERS
 COAL AND PROVISION MERCHANTS,
 NAVAL CONTRACTORS
 AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
 COMPOSITION RED HAND
 BRAND, HARTMANN'S GREY PAINT
 DAIMLER'S PATENT MOTOR
 LAUNCHES,

20, 20, 20.

Sole Agents for

FERGUSON'S SPECIAL ORANGE
 AND P. & O. SPECIAL LIQUOR SCOTCH
 WHISKY, &c.

ALWAYS IN STOCK

AT

REASONABLE PRICES.

EVERY KIND OF

SHIPS STORES AND REQUISITES

*Stock up, 7th March 1907. [10]

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY, Central Buildings,

Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

458

LAU PING KEE,

DEALER IN

USED POSTAGE STAMPS

AND

PICTORIAL POST CARDS.

HAS also a Large Assortment of XMAS

and NEW YEAR CARDS in Stock.

Prices Moderate.

MONEY CHANGER.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 3rd November, 1910. [68]

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by

A CHEE & CO.,

17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver

Plated, Glass and Iron Wares of all

descriptions, always on hand, for sale or on

hire at moderate rates.

Hongkong, 2nd January, 1910. [41]

RUBBER ESTATE RETURNS.

Ct. Nov. Jan. Nov.

Allagar 8,555 3,850 3,877

Alor Pong 2,961 1,118 1,118

Alor Gajah 3,000 1,072 1,072

Alma 1,200 1,000 7,350

Anglo Malay 61,259 515,477 515,477

Ayer Kuning 400 2,586 2,586

Ayer Molek 7,098 18,838 18,838

Ayer Panas 1,265 2,705 2,705

Balgowale 8,482 9,959 9,959

Batak Rabi 1,718 5,163 5,163

Banteng 4,810 24,127 24,127

Batu Tiga 15,572 219,642 219,642

Batu Tiga 11,251 75,122 75,122

Bertam 1,100 1,500 2,600

Bertam 3,335 20,101 20,101

Bilah 1,718 7,610 7,610

Bukit Kajang 5,664 7,833 48,191

Bukit Kajang 308,965 308,965

Bukit Lintang 4,750 6,100 45,820

Bukit Timah 1,357 1,246 6,574

Bukit K. B. 601 2,196 2,196

Bukit Chelaka 4,000 4,000 4,000

Carey United 10,250 10,250 107,050

Castlefield 31,168 31,168

Changkat Serdang 2,955 29,144 29,144

Changkat Salak 2,344 1,919 11,391

Cheng 915 1,100 3,045

Cicely 15,126 15,318 124,725

Consolidated Malay 189,920 189,920

Cordonla 23,641 202,868 202,868

Chamorro 2,774 2,774

Cheremose 2,312 3,612 16,554

Chota 500 1,410 2,500

Dampier 258,100 258,100

D. Milon 440 915 1,355

Edinburgh 8,000 61,950 61,950

F.M.S. Rubber 14,670 35,950 494,482

Gedong 117,100 117,100

Glenaly 2,094 2,132 19,197

Glenahel 5,317 6,016 40,856

Golden Hope 8,527 60,709 60,709

Golconda 104,436 104,436

Gula Kalampong 12,000 32,800 32,800

Hal Koo 627 3,130 3,130

Harpenden 12,512 11,103 81,645

Haytor 608 144 2,318

Heawood 1,384 6,561 6,561

High & Lowlands 42,253 49,477 49,477

Inch Kenneth 16,169 17,447 146,101

Indragiri 785 4,663 4,663

Jimah 450 552 552

Jogra 60,583 60,583

Jebong 23,850 186,250 186,250

Kapar Para 97,816 97,816

Kamuning 9,800 10,560 117,072

Kempsey 27,134 27,134

Kepong 5,252 31,639 31,639

Kiebang 359 413 1,435

Kota Tinggi 50 4,998 4,998

Kuala Klang 16,592 16,592

Korau 13,785 13,785

Krian Rub. Est. 4,101 29,554 29,554

Kuala Lumpur 51,510 455,756 455,756

Kuala Selangor 7,000 7,000

Labu 20,102 20,102 181,288

Lanadron 28,415 19,916 359,918

Lembury 10,880 12,310 121,761

Linggi 82,000 82,000 751,500

London Asiatic 10,777 131,565 131,565

Malaka Plant 512 1,194 1,194

Malacca Plant 55,000 255,000 255,000

Mandak Tekong 720 937 2,361

Menton 2,434 2,335 16,741

New Serendah 731 2,354 2,354

New Singapore 80 120 420

North Hammock 41,018 41,018

Nova Scotia 83,405 83,405

Padang Jawa 920 910 910

Pajm 3,600 4,410 29,730

Patal 219 1,391 1,391

Pataling 30,620 165,541 165,541

Pegoh 5,571 6,009 42,000

Pengkalen Duran 985 1,405 5,241

Intimation.

Wm. Powell,

Ed.,

Alexandra Buildings.

NOW SHOWING

NEW

AUTUMN

GOODS...

LADIES'...

COSTUMES

COATS...

EVENING

CLOAKS

A

LARGE VARIETY

OF

CHILDREN'S

HATS,

COATS,

SHOES,

ETC., ETC., ETC.

Wm. Powell,

LTD.

Alexandra Buildings.

Pongkoo 17th November, 1910

COMMON FEVERS.

HOW TO OVERCOME THEIR DISABILITIES.

No more wonderful evidence of the marvellous regulating machinery which exists in the human body can be found than the way in which the body heat is, in both, always kept at the same level, no matter what may be the external temperature.

Similarly, the subtle influence of a tropical climate manifests itself in the ease with which this delicate machinery is put out of gear and people's temperature goes up, so that they suffer from Fever.

All fevers cause an undoubted feeling of weakness. To remedy this, there is nothing so rapid in its effect, so certain in its action or so complete in the revivifying sensation it imparts as Sanatogen, the greatest known reconstituent, to which the medical profession have, with one accord, given the description of "a tonic-food with lasting effects."

What Sanatogen can do in Fevers is strikingly shown in the case of Mr. Shirley Tremearne (Editor of "Capital"), 9, Clive Street, Calcutta, who writes: "I had a sharp attack of fever last October which brought me to a state of great weakness. During the whole period my diet was almost entirely solid, milk and Sanatogen."

"I cannot speak too highly of Sanatogen, which I took for some time, and which not only kept me up during the attack, but afterwards restored me once more to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack."

Sanatogen may be obtained of all Chemists and Druggists.

SUEZ CANAL RATES.

The Morning Post declares that ship-owners are discontented with the reduction of the tonnage rates of the Suez Canal from 7 1/2 francs (6s 3 1/2d) to 7 1/4 francs (5s 10 1/2d), and demand the reduction to 5 francs (4s 0 1/2d), which M. de Lesseps promised should be made when the dividend reached a greater rate than 25 per cent. It is noted that the Board of Trade favours the proposal that British influence should be used to secure a substantial decrease in the rates, but the Treasury and the Foreign Office oppose the proposal.

THE CAUSE OF PRIDE.

KING GEORGE TO CONTINUE HIS FATHER'S WORK

"Nothing is dearer to me than the prosperity of my country and the well-being of all my subjects, and it is my earnest desire to advance them by continuing the great work of peace to which my beloved father devoted all his energies." So declared King George, in replying to an address of loyal attachment presented to him by the Mayor and burgesses of King's Lynn. The occasion was a visit to the town, on their way to Sandringham, the King and Queen paid to King's Lynn for the purpose of receiving an address from the corporation of the ancient borough. It was the first time the burgesses of King's Lynn had the opportunity of testifying their loyalty to the throne since the accession of his present Majesty, and for that very reason, perhaps, there inevitably mingled with the popular acclamations the recollection of that visit which, a twelvemonth ago, almost to the day, the late King Edward paid to the borough in connection with the opening of the Grammar School which bears his name. Of the sincerity and heartiness of the greeting offered by King's Lynn to the reigning Sovereign and his Consort there could be no manner of doubt. All the military importance which the visit to the town had to the occasion was eagerly accorded. The local Yeomanry and Territorial, the Church Lads and Boy's Brigades, and the Boy Scouts all had their part in the ceremony, while the general body of citizens bedecked their main thoroughfares, and especially those through which a Royal procession passed, with a profusion of flags and bunting. The presentation of the corporation's address took place at the Corn Exchange, amid scenes of great enthusiasm. At the conclusion of the King's reply the cheering cheers were given for their Majesties. With the plaudits of the populace still ringing in their ears, their Majesties re-entered their carriage, and, escorted by the Yeomanry, set out for Sandringham.

THE FIFTH OF NOVEMBER.

CAMBRIDGE GOWN AND TOWN HAVE THE USUAL RAG.

In Cambridge Guy Fawkes Day was celebrated with the customary freshness of rag, and the police and precincts had a busy time for several hours. As usual the townsmen outnumbered the gowmen, and made most of the noise. O. elarge gang held up one of the ancient trams, removed the horses, and pulled the car backwards for some distance. They had several conflicts with the police, and students succeeded in securing one or two policemen's helmets as trophies. At Chatterton the police made an unsuccessful attempt to run the footbridge across the lane and a policeman was injured by a stone. Later the crowd proceeded to the railway station, a distance of nearly two miles, putting out all the lamps on the way, and smashing many of them. At the station they plunged the platform into darkness and proceeded to enjoy themselves with the railway narrow, heedless of their conduct. They started a fire in the station yard, which was quickly extinguished. There were occasional arrests and subsequent releases; one mounted policeman was removed from his saddle for unsuitably without serious injury. By midnight all was quiet, and only one man remained in custody.

WORK OF THE POST OFFICE.

REMARKABLE FIGURES OF THE HOME DEPARTMENT.

Mr. H. Samuel, M. P., the Postmaster General, in his annual report on the work of the Post Office of the United Kingdom gives some interesting information with regard to the business of that important department during the past year. It is estimated, he says, that the number of postal packets delivered in the United Kingdom during the year was as follows:—letters 2,947,100,000, postcards 866,800,000, halfpenny packets 974,000,000, newspapers 199,600,000, parcels 18,970,000, total 5,005,800,000.

The letters show an increase of 1.4 per cent, as compared with an increase of 1.5 per cent. in 1909. While the correspondence for the provinces continues to increase, the letters delivered in London have decreased for the first time for several years. The decline, though not material, is thought to be partially attributable to the increasing use made of the telephone for commercial and social purposes. The number of letters delivered in London was about 261 per cent. of the total for the United Kingdom, composed with 17 per cent. last year. The increase which has been maintained in the case of Ireland is a noteworthy and satisfactory feature. In Scotland, on the contrary, the number of letters delivered has been almost stationary since 1907-8. The total number of express services performed was 2,149,915, as compared with 1,919,871 in the previous year, an increase of 11.5 per cent.

OUR SHRINKING SUN.

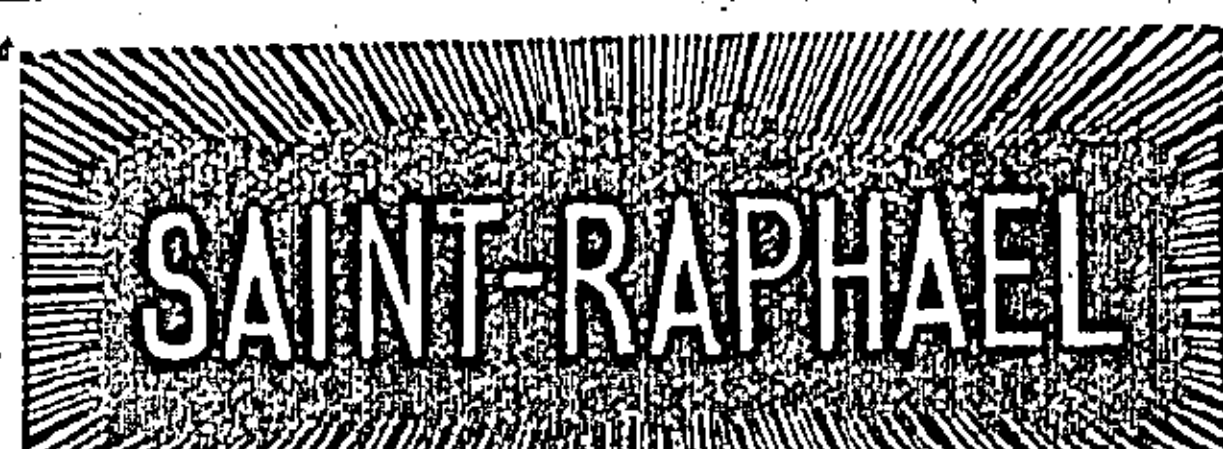
LOSING ONE MILE IN THE COURSE OF EVERY TEN YEARS.

Sir Robert Ball, in a lecture in aid of the National Society for the Prevention of Cruelty to Animals, in Cavendish Hall, spoke of the nebular theory of the earth's beginning, remarking that almost every discovery in modern science had tended in one way or another to make more and more clear the truth of that doctrine. Our ordinary notions of days, months, years, centuries were perfectly inadequate to bring before our mind any clear notion of those tremendous changes that had taken place in our tremendous system. Those great changes might be understood by beings, if there were such, whose pulses beat centuries as ours beat seconds, whose minutes were as long as human dynasties.

Proceeding to speak of sun contraction, Sir Robert pointed out that the sun was getting smaller and shrinking. If one were to go to the sun to-day and measure it with a tape measure or callipers (laughing)—and do the same thing to-morrow he would find that in the course of that day the sun had shrunk. It would be about 1/6 inch less than the day before.

Every ten years the sun shrinks a mile. That process was continually going on. Possibly some of his younger friends present might feel a little anxious as to whether the sun would hold out for their time. (Laughter.) There was no need for such anxiety. If the sun was shrinking a mile every ten years, what size would it be in 4,000 years? The sun was 86,000 miles across. Even with the shrinking for 4,000 years, it would still be 86,000 miles, and that would not be a bad sun. In 4,000 years the change of the sun was practically unappreciable.

Intimations.



TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL ADVERTISING CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDERON 11113333 & Co., Ltd., 1910.

Xmas! Xmas! Xmas!

READY ON VIEW

LARGE ASSORTMENT OF

French Chocolates and Bonbons.

Cadbury's Chocolates and Pascal's

Confectionery.

Tom Smith's Crackers.

Santa Claus Stockings and

French Dolls and Toys.

FRENCH STORE.

L. GAMEAU,

6, Queen's Road Central.

Hongkong, 13th December, 1910.

JUST RECEIVED AND FOR SALE

THE COMING SEASON'S NOVELTIES

FROM

RAPHAEL TUCK & SONS.

LARGE SELECTION OF

XMAS GOODS.

Pictorial Postcards,

Painting Books, Birthday Books,

Tuck's Annual, Walking Animals, Mechanical Toys, Marionettes, Rocking Animals, &c.

ALSO FOR SALE

VEGETABLE AND FLOWER SEEDS

GARDEN FERTILISERS,

Books on Gardening, &c.

USED POSTAGE STAMPS

In Single Sets, Packets and Bags.

All Philatelic Goods.

VIEW POSTCARDS.

MANILA CIGARS and

CIGARETTES.

&c., &c., &c.

Inspection invited.

GRACA & CO.,

27, DES VUEX ROAD, HONGKONG.

Hongkong, 18th October, 1910.

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES, and ILLUSTRATED PAPERS are required for the use of the Troops leaving here next month for the S.S. "Robilla" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910.

NOTICE OF REMOVAL.

WE have This Day REMOVED to 47, DES VUEX ROAD, CENTRAL.

THE MANAGER,

"Hongkong Telegraph Company, Limited."

Hongkong, 25th November, 1910.

Consigners.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Goods by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London &c., ex S.S. "Mooln."

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 9th December, 1910.

HONGKONG TIDE TABLE.

From December 16th to 22nd, 1910.

HIGH WATER.

LOW WATER.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

HONGKONG AVERAGE MARKET PRICES.

Corrected 15th Dec., 1910, 100 lbs. per cwt.

BUTCHER MEAT.

Beefsteak & prime cut—Mol Lung Pa

" Corned—Ham Ngau Yuk

" Roast—Shio

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Shio—Ngau Lau

" Sausages—Ngau Yuk Chong

" Bullock's Brains—Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tan

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Galves' Head and Feet—Ngau Chai

" Mutton Chop—Young Fat Kwai

" Leg—Young Fat

" Shoulder—Young Shau

" Pig's Chilling—Chi chong

" Brains—Chi Know

" Feet—Chi Keok

" Fry—Chi Chai

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Koo

" Pork Chop—Chi Fat Kwai

" Corned—Ham Chai Yuk

" Leg—Chi Fat

" Fat or Lard—Chi Yau

" Sheep's Head and Feet—Young Fat

" Keok

" Heart—Young Sum

" Kidneys—Young Yiu

" Liver—Young Con

" Sucking Pigs, To Order—Chi Chai

" Suet Beef—Sang Ngau Yau

" Mutton—Sang Young Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Siu Kai

" Ducks—Ap

" Doves—Pan Kai

" Eggs, Hen—Kai Tai

" Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

" Geese—Ngo

" Wild Shanghai—Shang Hoi Ye

" Wild Ducks Canton—Sang Shioh Sol

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Intimations.



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Hongkong, 7th July, 1910.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 16, 1910.

FORTIFICATIONS.

The news which we have received from the latest Washington despatches via Manila serve to show that the Americans are in real earnest in their projected scheme of fortifications for the strategic points in the Philippine Islands. President Taft in his Message to Congress states that the Chief Executive asks that Manila be made impregnable to attack from without and that Congress assist in every way possible to bring this about. The President makes an exhaustive report to the Congress of the details of his recent trip to Panama, and he requests that an appropriation of \$19,000,000 be made for the fortification of the Panama Canal and the two approaches thereto. We cannot but sympathize with the United States in their endeavours to make impregnable their bases in the Philippine Islands. Ever since the Duke of Connaught's visit to Hongkong some years ago, this Colony has been going ahead in the matter of fortifications in a manner that would cause the scales to fall from the eyes of some of our G.O.C.'s of former days, who were quite content to bask in the false security of obsolete guns perched upon Stonecutters' Island and the Harbour slopes of Lyceum. Now we see the Peak batteries armed with guns of modern calibre: bristling with weapons on the seaward side. On the Kowloon hills as well there is more heavy artillery mounted, commanding the approaches to the Port, than most residents of the Colony are aware of. His Royal Highness of Connaught apparently grasped the real kernel of the situation during his visit to Hongkong when he ordered the discardment of out-of-date defences and their replacement by others which were modern and effective. In Manila, the erection of fortifications will present more difficulties than we in Hongkong have had to overcome, for there the land is practically flat whereas here we have the advantage of lofty hills for land battery purposes. General Arthur Murray, Chief of the U.S. Coast Artillery Corps, says in his report to the War Department that the importance of the early completion of the Manila and Subing bases cannot be over-estimated. "Whether viewed from a military standpoint or from the standpoint of the broadest national policy," he says, "the

necessity for secure defences for these localities, the *sine qua non* for the successful conduct of a war which involves the Pacific Ocean as a theatre of operations must be apparent to the most casual observer. The completion of the fortification projects for the localities will involve an expenditure of only \$3,828,959, and I renew the recommendation made in my report of last year that the War Department, in presenting to Congress the needs of the military service, lay special stress upon the importance and urgency of the early completion of the defences of the insular ports now being fortified." All of which points to a settled conviction in the American view that the next great war which is to rack the nations of the earth will be fought out in the theatre of the Eastern Seas. That Hongkong will bear its share in the brunt goes without saying and it is gratifying to know that we are prepared and that our own fortifications are receiving every possible attention from the Defence Authorities.

THE SOURCE OF PUBLIC OPINION.

Perhaps the most useful function of the Press is to inspire into men the spirit of co-operation. Among the Chinese more than among Englishmen, one is liable to hear such a sentiment as "Yes, things are in a bad way, a remedy ought to be found, but no deed or word of mine can change them." Now it is without doubt true that no single deed or word of one single individual can change a condition of affairs that affects a whole community. The cannibalism of Fiji was not corrected into vegetarianism by the distaste for its practice felt by a Fijian philosopher who was regarded as an anarchist and probably punished for his originality of opinion by being cooked and eaten by his fellow-citizens. The snobbishness of, not Hongkong, of course, but any other Crown Colony, may not be altered by any single act or word of any single anarchically-minded bank clerk, or red, radical, catch engineer. But cannibalism, nevertheless, no longer is regarded otherwise than platonically in Fiji, and the philosopher aforesaid had a great deal to do with its abolition. And in a certain Crown Colony, not Hongkong, of course, even Scotch engineers have been known to look upon the most aristocratic of bank clerks with friendly comradeship, and big Taipans constantly dine with quite poor Magistrates and Captains or Deputy Superintendents of Police. This abolition of the snobbishness of cannibalism in Fiji, and the cannibalism of snobbishness in the British Colony, was not due to single individual effort. It was the result of a general attitude of mind, if not of appetite. When we, therefore, and our colleagues of the Press endeavour to inform the public mind and to excite it even, our efforts are not by any means futile. "Many a little makes a muckle," and there is many a quiet and unassuming man who has little notion of the strong effect which his sincere and earnest convictions exert upon the people around him. We remember a modern Mrs. Malaprop some years ago who used to delight London playgoers by declaring, in the course of a now-alas-forgotten play, that "her voice would n't be like that of a peltion howling in the wilderness." It was not, And, to be serious, no more is that of any honest man with opinions honestly held. It behoves us all, therefore, first to be sure that we are honest in our efforts to acquire an opinion, and, secondly, to be thoroughly honest in upholding it.

BOOKS AND BOOKS.

The "son of David, King in Jerusalem" had fewer fools to deal with than we few wise men have in these days, and he certainly had a smaller number of books in his library than a modern critic has to review. Yet he says that "of making many books there is no end; and much study is a weariness of the flesh." We have occasionally to recommend to our friends a new book. We never do so without a grave sense of responsibility. Why should men's time be wasted, and their minds be burdened, with stuff from which even the immortal Jewish Preacher would have refused to draw an individual moral? He would have dismissed such a book as the sorrowful thing which lies before us, as merely part of man's infinite vanity. "Edgar Allan Poe: A Critical Study," by Arthur Ransome, has been published by Martin Becker, of No. 5 John Street, Ad. 1911, and we wonder what serious reason is in a publisher to aid and abet the perpetration of such a work. Only by a recollection of the doctrine of Total Depravity can we see a clue to an explanation. "Man is born in sin and is desperately wicked, and anything that happens to him is only an outgrowth of the hell he deserves." On this theory we can understand how this book was permitted to happen. Apart from a sketch of Poe's life, which Mr. Ransome entitles "Biographical background," the "Critical Study" consists of mere words strung together grammatically, intended to convey reflections on Poe's genius and his methods of literary composition. Quotations from Poe's works are liberally interspersed. This huge

mass of verbiage, variously divided under such titles as "Self Conscious Technique," "Analysis," "Metaphysics," "Frayed Ends," and (ave us and bless us!) "A Preliminary Note on Poe's Criticism" is piling, sing, it stuns the mind. After laboriously reading through the book, and after giving oneself a day or two to recover from it, one finds that there is not one single original thought in it, not a single useful idea that one had not realized already long ago. A book of this sort, that is to say, a sort of protracted review, must justify its existence by being supremely clever and interesting. It is the most difficult kind of writing to make readable, even to the learned. And in view of the enormous amount of stuff that gets itself printed now-a-days, we are forced to protest against the publication of the utterly useless talk of an unutterable bore. And in view of the inclination which this book has been to at least one usually kind reviewer, whose hospitable mind has been now contained even German critics with pleasure, we might conclude on the ground that if the inverse of Ruskin's theory that "bad morality is bad art" be true, then this book must be called immoral.

THE DISPOSAL OF REFUSE.

In these days when the subject of Harbour pollution and disposal of town refuse is engaging so much attention, in the Sanitary Board and amongst the community generally, it is rather surprising that not one of those who have entered the controversial lists has ever mooted the provision of a refuse destructor in Hongkong. Such an addition to the effective working forces of the Department responsible for keeping the City clean would do a great deal to purify what is admittedly a very dirty town. All the great cities at Home and nearly all the larger towns have got refuse destructor in use. But we do not need to go as far away as that to find a model incinerator or full working order. Kuala Lumpur, the beautiful capital of the Federated Malay States, is equipped with a very large destructor, capable of disposing of the whole of the town rubbish from day to day, and, as regards cleanliness, Kuala Lumpur challenges comparison with the best kept city in Europe. Of the rubbish which is constantly being conveyed away from Hongkong by junk to be dumped beyond the Harbour limits, we believe that a good deal is carried back into the Harbour by the strong tides that are characteristic of these waters. With our vast boat population, it is too much to expect that we can ever have an absolutely clean Harbour. But the erection of a refuse destructor would undoubtedly tend to improve things in this respect and it would be of incalculable benefit to the city itself.

LOCAL AND GENERAL.

A THARK n'te fest in length has been caught off Calais.

WE have to acknowledge receipt of a very artistic wall-calendar from the Victoria Dispensary.

ANOTHER larceny. Mrs. Fischer, of the Peak Hotel, reports to the Police the loss of a brown fur valued at \$42.

SIX chair-coolies were fined \$5 each this morning, for causing an obstruction in Pedder's Street, opposite the Hongkong Hotel entrance.

TIMOTHY Murphy was sentenced to one month's hard labour at the Police Court this morning for not returning to the House of Detention.

A CHINESE youth was to-day awarded one week's "hard" and 14 strokes of the birch for the larceny of some cigars from the Cigar Factory at Yau-mah.

MRS. Jane O'Leary, whose death at the age of 101 has been recorded at Swansea, was a regular smoker and smoked until a few days before her death.

THE Straits Echo of the 5th inst. is authority for the statement that one of the old rubber trees on Wai's Hill is at present producing half a pound of rubber a day.

A QUEEN'S Road barber who has taken a prominent part in the queue-cutting campaign estimates that over 10,000 Chinese in Hongkong alone have had their queues cut off since the inception of the movement.

TWO men were charged before Mr. E. R. Hallifax at the Magistrate's Court this morning with keeping an eating-house in Central Street without a licence. The first defendant was fined \$10 and the second \$15.

WE are informed that the lad Wong Ts Kin who was charged at the Magistrate's Court yesterday with alleged attempted suicide is not at present connected with St. Stephen's College, but was formerly a student in that institution.

FORTY-three sump owners were prosecuted at the Harbour Office this morning before Commander Basil Taylor, R.N., for anchoring in Causeway Bay without permission. His Worship ordered the defendants to pay fines of \$2 each.

THE novel sight was witnessed in Queen's Road in the forenoon to-day, when a lady and gentleman, apparently tourists, were seen going about the latter carrying a live pet eagle on his left arm. The bird seemed quite tame and appeared quite at home on the arm of his master. The huddling crowd under the verandah archways did not disturb its equal pose.

GOVERNMENT HOUSE.

OFFICIAL DINNER TO-MORROW NIGHT.

There will be an official dinner at Government House to-morrow night, the guests including:—Vice-Admiral Sir Alfred Wintles, Commander Noble, Mr. Neville, Mr. Gask, Captain Lowder, Captain Grasshoff, Captain Kraft, Mr. Klavins, Captain Schurz, Dr. Herr and Mrs. Vorotich, Sir Paul Ch'ner, Mr. E. A. Hewett, General and Mrs. Anderson, Captain Simonds, Major and Mrs. Withycombe, Commodore and Mrs. Eyre, Commander and Mrs. Gregory, Captain Salisbury, Lt. Commander de Gavillier, Mr. G. A. Croke, Sir Ferry and Lady May.

Rear-Admiral Gohier will be unable to be present, having sustained a serious accident.

SAMPAN-WOMAN ROBBERY.

THE YES-BU REB BY CONTRACTOR.

Two Chinamen hired a sampan at Shau-kei wan the other day between 8 and 9 p.m. to proceed to Sui Wan Ho. On arriving at the wharf there, the two men gugged the sampan woman and stole jewellery to the value of \$51.60, after which they disappeared in different directions. Later on, one of the men was arrested by a contractor who went ahead of the Police when the chase followed. The man appeared at the Police Court this morning and was remanded till to-morrow morning.

THE CRIMINAL SESSIONS.

The jurors summoned for the December Assizes will be required to be in attendance on Monday next, the 19th instant, at ten o'clock. It is notified, however, that in view of the general convenience of the public during Christmas week it is hoped that it will be possible to arrange for the Assizes to be adjourned till the first week in January.

CLAIM ON A PROMISSORY NOTE.

In the Summary Court to-day, Leung Tsau sued Wong Tsing, 33 Kowloon City Road, for a sum of \$800, money due on a promissory note. Mr. Dixon appeared for the plaintiff, who went into the witness-box and proved the debt. The defendant did not appear. Judgment was given for the plaintiff with costs.

CLAIM FOR BEER SUPPLIED.

Before the Police Judge this morning, Karl Brandes sued W. Stewart, Seamen's Institute, for a sum of \$48, being money due for "O. B." beer supplied. There was no appearance for the defence. Mr. Christopher Wilson represented the plaintiff.

Mr. Brandes, having been sworn, stated that the defendant had admitted the debt. He promised to pay but had not done so. Judgment was given for the plaintiff with costs.

CHASS.

The challenge of Mr. J. Foranstein to play ten opponents simultaneously attracted a goodly number of chess-lovers to the City Hall Library yesterday afternoon. Hon. Mr. H. R. Pollock, K. C., who was responsible for getting up the match, had to leave before he could finish his game with Mr. Foranstein and a draw was declared. The results of the other games were as follows:—Draus—V. B. Souza, H. M. Basto, and J. Dady Bu-jir; losses—P. A. Rosario, M. J. Danenberg, D. E. Carvalho, F. E. Carvalho, J. A. Carvalho and K. A. Dastur.

DURING the period from April 1st to June 30 this year ninety-seven steam and sailing ships representing 116,150 tons, were lost or condemned. Of these twenty-seven, representing 5,216 tons, belonged to the United Kingdom.

THE Penny Postage Bill, lately introduced in the Australian Federal Parliament by the Postmaster-General, providing for penny postage throughout the Commonwealth and to the United Kingdom, beginning next year, has passed both Houses.

OF the thousands of rebels who were in the outbreak at Myin-Mu in the Sagay district three have been killed and 15 have been arrested, says Reuters' Rangoon correspondent. Maung-Po, the leader of the movement, is being closely pursued by the military police.

ADAMANT French, writing of universal service in the Paris *Matin*, says that Great Britain must have a powerful national Army, since all the *Dieudonnés* in the world would be powerless to defend India in case of an offensive alliance of Pan-Germanism and Pan-Islamism.

AS a result of the approaching increase of the naval forces in the North Sea, 600 additional men, 11 years (it is stated on reliable authority) will be posted at the Royal Dockyards, says the *Morning Leader*. It is said also that a new *Dreadnought* class is to be stationed in the Medway and worked from Sheerness instead of Chatham.

MESSES. H. Price and Co., Ltd., are offering as a special inducement, 10 per cent. discount off all the cigarettes and tobacco of the Ardath Tobacco Company of London. This includes "Qao Vidin" cigarettes, "Turkish Leaf No. 1," "Chief Whip" and "Willow" cigarettes, and Ardath Navy Cut. This reduction should appeal to all smokers, as the productions of the Ardath Tobacco Coy. are well known, and the offer will only remain open during the Festive Season.

A COMPRADORE'S GUARANTEE.

CLAIM ON A MORTGAGE.

This afternoon in the Supreme Court, the Chief Justice, Sir Francis T. Pigott, heard a case in which Abdoolhussen Abdoolahim, architect, 34 Queen's Road Central, brought an action against Mok Han Wo and three others for enforcement by foreclosure or sale of a mortgage held by plaintiff on certain land property in Hongkong and Kowloon. Mr. Eldon Potter (last acted by Mr. E. Davidson & Messrs. Hastings and Hastings) appeared for the plaintiff. The defendants were unrepresented.

Mr. Potter stated that of the four defendants, two of them had appeared to the writ but had filed no defence nor taken any other steps. He now formally moved for judgment on the terms of the statement of claim.

His Lordship said he would like to hear something more about the case.

Mr. Potter replied that it was all set out clearly in the statement of claim. The plaintiff Abdoolhussen Abdoolahim was attorney for one Abdoolhussen Abdoolahim, administrator of one Abdoolhussen Abdoolahim, deceased, transferee of a mortgage dated 9th April, 1907, as between the defendant of the first part, Mok Chun Man and Chiu Ken of the second part, and Abdoolhussen Abdoolahim of the third part; and he claimed to have an account of what was due to him for principal, interest and costs on the mortgage and that the said mortgage be enforced by foreclosure or sale. By a compradore agreement dated the 9th April, 1907, the defendant became compradore of the firm of Abdoolahim & Co., merchants, and together with the other two Chinese defendants he assigned to Abdoolahim, Abdoolahim Ebrahim, the principal of the firm, a mortgage on certain lands in Kowloon to secure the firm against any losses or defaultations caused by the compradore. This mortgage deed was transferred by the firm to Abdoolhussen Abdoolahim, who died on the 15th of February, 1905, leaving his property in trust for his son who was now in India and was not yet 21 years of age. Letters of administration on the estate had been granted to the plaintiff on the 20th May, 1909. A sum of over \$5,000 was due and owing by the defendant Mok Han Wo to the plaintiff as administrator to the transferee of the mortgage. The plaintiff had been in possession of the property comprised in the mortgage since 1st February, 1905.

His Lordship—How do we know that the 100 is under the age of 21? Will you prove that he is under the age?

Mr. Potter—He is under the age, my Lord. But we do not have to prove anything. The other side have not entered a defence, and as a matter of fact we have to prove nothing. They have waived all their rights by failing to enter a defence in any shape or form.

His Lordship—But you would be upset altogether if he were over 21, whether they defended or whether they did not. Can't you find fault?

Mr. Potter (after consultation with his instructing solicitor) stated that the plaintiff, who was present, could prove the fact.

Abdoolhussen Abdoolahim then went into the witness-box and deposed that at the time he was only 19 years of age. He knew him intimately and saw him last when he was bound in India three years ago.

Mr. Potter remarked, in regard to this form of the order, that two of the defendants, Mok Han Wo and Mok Chun Man, had already assigned to the plaintiff the whole of their interest in the properties in question and he did not ask for an order against them. The high of the other two defendants were still intact. Strictly speaking, they could ask for an order against all four defendants, but it was not necessary. The two first defendants had given them all they could give them.

His Lordship accordingly made an order against the last two defendants, the redemption of the property to be within six months.

EXCESS OF PASSENGERS.

LAUNCH MASTER HEAVILY FINED.

Before Commander Basil Taylor, R.N., at the Harbour Office this morning, L. S. Lincby, Master of the launch *To Hing*, with (a) carrying 16 passengers in excess of the number allowed by his licence, on the 8th inst., (b) carrying 18 passengers in excess on 9th inst.

Mr. Reader Harris, from the firm of Messrs. Wilkinson and Grist, appeared for the defendant.

Evidence was called and his Worship held that the owner should not allow his employees to overcrowd passengers in the launch and the fact of his being their employer as well as owner of the launch gave him all the more control over them. A \$150 fine was imposed on the defendant on both counts.

This is the second occasion on which the defendant has been brought up for a similar offence within a fortnight. On the previous occasion, defendant was fined \$100.

A JUDICIAL EXPLANATION.

BY THE CHIEF JUSTICE.

Referring to the ordinary business in the Original Jurisdiction of the Supreme Court to-day, the Chief Justice, Sir Francis T. Pigott, said he had been asked to correct a misapprehension which had arisen from a paragraph in his recent judgment in the Lock-Hing case—an action by the contractor against the owner of the house. He (the C. J.) had said that it seemed to be customary for the occupants not to allow the contractors to have a copy of the contract. That appeared from the evidence and he supposed it was owing to the fact that it was not considered good to a contractor that it was so contradicted, although he observed that on an earlier case it was a fact. But he had not taken into account the fact that it is a custom for the contractors to have a copy of the contract if they chose, and therefore he was anxious to correct the misapprehension to which his judgment had given rise.

ALLEGED MURDER AT KOWLOON CITY.

MAN AND WIFE SUSPECTED OF COMMITTING FOUL DEED.

A Chinaman and his wife, who were charged at the Magistrate's Court this morning with the alleged murder of a woman on the night of the 15th inst. at Kowloon City and larceny of property to the value of about \$50. After committing the deed, the couple are said to have disappeared and were arrested yesterday at Ping Chow by Sgts. Gordon.

The defendants were lodged in the 2200 house as the deceased, and on the morning following the murder, the neighbours discovered the body and found that the defendants had made themselves scarce. The case was remanded.

A SMALL DEBT CASE.

In the Summary Court this forenoon, before Mr. Justice F. A. Hazland, a case was called in which Messrs. Watkins, Ltd. sued H. Levitt for a sum of \$11.35, due in respect of goods supplied. Mr. Crowther Smith of Messrs. Crowther and Smith represented the plaintiff. Defendant appeared in person, and admitted that he owed the amount claimed.

His Lordship—Why don't you pay?

Defendant—I cannot pay it at present. I have nothing to do. I have paid them several bills before.

His Lordship—Do you want time?

Defendant—Yes; I think I could do it in a month's time.

His Lordship gave judgment against the defendant but stayed execution for a week.

SCHOOL FEES IN DISPUTE.

This morning before Mr. Justice Hazland in the Summary Court, a case was called in which Li Hon Fan, a schoolmaster, sued Li Sui Sook, the father of one of his pupils, for \$37.85, school fees alleged to be due. Mr. Stevenson appeared for the defence and asked for an adjournment.

His Lordship—What is your defence—that he has not been teaching your boy?

Mr. Stevenson—No, my Lord; it is the plaintiff's conduct has rendered it impossible for the boy to attend the school.

The case was adjourned for hearing till the 23rd proximo.

ANOTHER OPIUM SEIZURE.

BIG CAPTURE ON BOARD THE "KOREA."

Sgt. Davis, of the Water Police, boarded the s.s. *Korea* yesterday and seized over 2,000 lbs. of prepared opium. The drug was stored in the fore part of the ship and very cleverly concealed in three large trunks. No party appeared to claim the opium, and which was forfeited to the Crown.

This is the second big seizure within a week under similar circumstances. The previous haul was effected on the 9th inst. and consisted of 1,495 lbs. of opium which was discovered on board a sampan.

NEWS FROM THE NORTH.

[Spec. By Translated for the Hongkong Telegraph].

FAILURE OF RICE CROP.

The Viceroy of the Twoiang is memorializing the Throne, stating that the rice crop this year in Kiangsu is fairly abundant, but owing to the shortage of crop in Hsuehchow, the price of the staple in that market is still very high, although the new crop has been put upon the market. The Peking Regent is therefore requested to grant him permission to remit only one-third of the amount of the tribute rice in Peking. He proposes to advance a loan to make up for the balance to Peking instead of sending the commodity. The memorial has been forwarded to the Ministry of Finance for consideration.

A BIG LOAN.

The Minister of Finance, Duke Taai-tie, proposes to obtain the National Assembly himself and explain to its members the objects of the ten million pound loan. He will describe the manner in which the loan will be used and acquaint the members with the terms of the agreement, so as to dispel any doubts that may have arisen in the minds of the people regarding this question.

PRIVILEGE GRANTED TO HIGH OFFICIALS.

The Minister of Foreign Affairs, H. E. Chow Chia Jui, the Minister of War, H. E. Y. M. Chang, the Minister of Posts and Communications, H. E. Tang Shao-yi, the Lieutenant-General of the Plain Red Chinese Banner, Se Leng O, the Junior Vice-minister of Finance, H. E. Chen Ping-jui, and the Deputy Licent-General of the plain yellow Manchurian Banner, H. E. Chang Po, are granted permission to ride within the Forbidden City as a mark of honour by the Prince Regent.

ALLEGED ILL-TREATMENT OF CHINESE IN DUTCH EAST INDIES.

The representatives of the Chinese residents in the Dutch Indies have arrived in Peking and called at the Ministry of Foreign Affairs and the Ministry of Agriculture, Industry and Commerce. They made a long statement about the alleged ill-treatment to which the Chinese residents have been subjected at the hands of the Dutch Government and requested the Ministry to extend them their protection.

AN AWKWARD SITUATION.

With reference to the loans proposed to be raised from the four groups of foreign financiers, the Minister of Foreign Affairs and the Ministry of Posts and Communications are reported to be trying to shift their obligations. On the 8th inst., H. E. Naitung held a conference on the matter at the Grand Council. The Minister concerned intended to consult with the Minister of the Corps in Peking with a view to transferring the loans for the use of the Seachuan-Tibet Railway.

THE CONSPIRACY CASE.

DAIL REFUSED.

The case was continued before Mr. E. R. Hallifax at the Magistracy this afternoon, in which Wong Tsz Kiu, formerly a student of St. Stephen's College; Mak U Chiu, an unemployed seaman; and Chiu Chiu, an unemployed vehicle driver, were charged with alleged conspiracy to murder one Wong Pak Chiu, aged 9 years, and Wong So Chiu, 5 years of age. Chief Detective Inspector Hanson prosecuted and Mr. J. P. Gardiner appeared for the defence in place of Mr. Davidson.

Chief Detective Inspector Hanson was called and stated that at 5.30 p.m. on the 14th last he entered 31, Elgin Street. On reaching the second floor, he entered the back room. He saw the three defendants in this room and stood guard on them were three Chinese detectives, whom he had sent there with instructions to arrest the three defendants on a warrant, which was produced.

Mr. Davidson received his cross-examination for the next hearing.

Mr. Hanson asked for a remand.

His Worship (To Mr. Gardiner)—Have you any objection?

Mr. Gardiner—None whatever, your Worship, provided that bail is allowed. I understand the Police have no objection.

Mr. Hanson—Objected to bail.

Bail was refused and the case was remanded till Tuesday next at 10 a.m.

SPORTING.

TOMORROW'S FIXTURES.

The following are the fixtures for tomorrow:

LEAGUE CRICKET.

Hongkong Cricket Club "A" vs. Craigengower Cricket Club, on the Cricket Club ground.

Civil Service Cricket Club vs. Royal Engineers.

Remnants vs. York on the Naval ground.

The following players will represent the H. K. C. C. "A":—Hon. Dr. J. M. Atkinson, Dr. G. E. Aubrey, E. A. S. Fowler, H. Hall, H. Hancock, P. Jacks, A. O. Lang, R. Lowe, A. Mackenzie, Rev. S. W. Payne, H. D. Sharplin.

The Civil Service will be represented by the following:—H. T. Jackman (Captain), P. E. O. Bird, H. R. Phillips, G. Buitlick, P. E. Dixon, A. G. Fife, J. McEwen, J. McKay, H. Ellis, F. Dailly, F. J. Ling, Reterves, A. Tucker, F. Buelo, A. M. Thornton and E. W. Dawson.

"The Remnants" will be represented by:—A. H. Young, G. A. Cooke, R. A. P. H. Ronquette, R. M. W. G. Warburton, G. A. G. May, D. C. Doreilly, W. Waterhouse, C. E. Shields, M. M. Maas, C. T. Heston and F. Matson.

C. O. C. team:—R. Barr, J. D. Norris, R. Pestonji, L. A. Rose, R. A. Carvalho, J. V. Brage, E. L. Braga, W. H. Vives, P. Currie, H. H. Taylor and L. E. Amarat.

Reserve:—W. H. Waterson.

The following is the table up to date:—

Played Won Lost Draw Percent

Yorks 1 1 0 100.0

Civil Service 3 3 1 66.6

Remnants 3 3 1 100.0

R.G.A. 4 2 2 50.0

R.E. 5 2 3 40.0

Kowloon 6 2 4 33.3

Craigengower 4 1 3 25.0

H. K. Police 6 6 0 100.0

OTHER CRICKET.

WATSON'S vs. K.C.C. "A."

The Watsons' eleven will meet the K.C.C. "A" on the Kowloon side. Watson's will be represented by:—E. James, H. S. Spurge, J. R. Suter, O. S. Williams, J. Spittles, C. Johnson, J. A. Tarrant, H. Rapp, F. Rapp, N. Croucher and R. Phillips. Score: E. A. Dunne.

K.C.C. "A" team:—Messrs. Kirk, Walling, D. J. McKenna, F. P. Sh. H. A. E. Goldsmith, J. Douglas, W. T. Elton, L. F. Brett, S. Moor, Capt. Ralphs and T. Chie.

LEAGUE FOOTBALL.

FIRST DIVISION.

Kowloon Football Club vs. Royal Engineers on the Kowloon ground at 4.30 p.m.

Royal Garrison Artillery vs. Hongkong Football Club on the Military ground, at 4.30 p.m.

LEAGUE TABLE.

P. W. D. L. Pts.

Fuffs 9 8 1 0 17

R.E. 5 2 2 1 6

R.G.A. 5 2 2 2 5

Naval Yard 6 3 0 3 6

Kowloon 5 0 1 4 1

Hongkong 6 0 1 5 1

SECOND DIVISION.

8th Coy, Royal Garrison Artillery vs. the Boys' Own Club, on the Military Ground at 2.00 p.m. Spectator Free.

(Goal) White, (Back) Abbe and Hammers, (Half-back) Chew, Khan and Cordeiro, (Forwards) Baptista, Jey, Carter, Chinnott and Heigh (Referee) Restive Wong.

RUGBY.

HONGKONG FOOTBALL CLUB vs. THE ARMY.

The second match in this Challenge Cup series takes place tomorrow at Happy Valley between the Hongkong Football Club and the Army, Kick-off 4.15 p.m. The following will represent the Club:—Full-back, H. G. Hegarty; Three-quarters, J. C. Roberts, T. E. S. Roberts, A. E. W. and J. F. A. Gargor; Half-back, A. Clark and R. L. Staw; Forwards, A. G. Ravallin, W. Ross, D. G. Cheesman, S. Temprey, C. F. Cunningham, J. Bell-Irving, A. Murdoch, M. W. Lester.

WHAT AMERICA HAS ACCOMPLISHED AT PANAMA.

OPTIMISTIC VIEWS OF MR. FULLERTON L. WALDO, F.R.G.S.

So many persons are interested in making it appear that the Panama Canal is getting on famously, and so many others would have us believe it next door to an ignominious failure, that we (Literary Digest) scarcely know to what or whom to pin our faith. An article contributed by a British authority, Fullerton L. Waldo, a Fellow of the Royal Geographical Society, to The Engineering Magazine (New York) comes to our timely aid. Mr. Waldo was on the Isthmus in January, 1907, and did not see it again until July, 1908. He is frankly enthusiastic about the progress made in three and a half years, but he assures us that paucity is apart from his purpose. His aim, he says, is merely to contrast what there was "to show for the money" three years ago, and what exists to-day "as a refutation of the scepticism of those who opposed the Isthmian waterway—a carping band of obstructionists and pull-backs now mostly stumped into silence."

We read: "In January, 1907, there was one LONELY LIGHT STEAM-SHVEL coragerfully bulding into the hillside at Gatun, making a beginning of the excavation for the locks. Down below, a steam launch drowssed on the stagnant strip of water that represented what was left of the shallow channel dug for seven miles from the sea at Colon by the French. There was a palm-thatched native village, and a wooden gray Catholic church thrust its spire a little above the tallest fronds of the coconut-palms. The chocolate-brown Chagres swirled insolently down the middle of the wide green valley and otherwise there was scarcely a break in the ample expanse of greenery from hill to hill. There was a great many

UNTECHNICAL, AVERAGE PEOPLE here at home who asked doubtfully of every one who came from the Isthmus in those days, 'Do you really believe they are going to be able to put the canal through?' For his objection of the French failure still weighed heavily on the minds of many doubting Thomases, and the optimistic prophecies of the toilers on the spot seemed too good to be true."

So much for the status of the canal four years ago; now for what Mr. Waldo saw last July:

"We ran all over the premises at Gatun, in division engineer's track-automobile; we climbed into and around the huge lock-chambers,

BREADED THE CHICKEN DUST of the concrete-mixers, and risked the third-rail system animated by the magnificent new power-house. It was hard to believe it was the same place as the site of the futile operations of the single shovel in 1907. The indignant Chagres, uncured since the first Spanish occupation, now roared seaward through a 30-foot spillway channelled through a mound in the middle of the dam site. Already the Gatun Lake has become a very considerable sheet of water, dotted here and there with a surviving clump of trees or an abandoned roof, and requiring the constant presence of one of the big dredgers with living quarters as comfortable as those of a beach boat. The great, terraced lock-walls instantly challenged comparison with the work of the builders of the mausoleum of Choptoi. You could hardly understand how much concrete goes into these 'monoliths' as they are called, till you saw the barrels and bags stored in the sheds."

The masonry work for the first pair of locks will be completed by November. The floor of the second pair of locks is already prepared to receive the superstructure. The shovels are now grubbing 40 feet below sea-level to complete the necessary excavations for the third pair of locks—and this, it is expected, will be done by January.

It is scarcely necessary to recapitulate the dimensions of the great lockworks and the huge dam that is steadily rising at Gatun. The dam itself is to be a mile and a half long, 100 feet wide at the top, and

100 FEET IN THICKNESS. The crest will be 115 feet above the sea-level—hence 30 feet higher than the general surface of Lake Gatun.

It has, of course, been found necessary to relocate the railroad to bring it around the artificial lake. That is why they have not entirely completed the double-tracking of the present line. The railway at its highest will be 75 feet above the surface of the water. Through the Culbra Cut it will run along on the left side of the cut (at Panama) it will parallel the canal to the shore—branching, of course, to the depot at Panama. Near Miraflores there is to be

A TUNNEL 731 FEET LONG. The complete line will be 46.2 miles in length—shorter by a mile than the present route.

"Besides the Gatun Dam with the locks, the other great factor upon which the completion of the canal by 1915 depends, is of course, the Culbra Cut. A great deal of nonsense has appeared in print in the United States about the Cut and the other slides. Reference to the 1909 Report of the Canal Commission will show that the engine is anticipated to do to the extent of about 4,000,000 cubic yards in the Central Division. They have now generously enlarged the estimate to 7,000,000. Suppose the completion of the canal should be delayed two months by these untoward happenings—what is two months when mankind has waited for four centuries? Standing on the wooden suspension-bridge thrown across the cut at Empire, one finds it hard to believe that the excavation of such staggering dimensions is the

WORK OF MAN. Aided by his own 'mechanical' extension of his powers, it seems as though it must be work of convulsive natural forces. If Nature here and there shows herself stubbornly opposed to the invasion of drill and shovel, the greater the eventual triumph of man over Nature. One of the slides occurred the night before we came to Culbra, and the next day

we saw a shovel, with dirt-trains in assiduous attendance,

FAT NO OUT THE HEART OF IT. It was a big slide, a slide that worried the heads of the work, and yet no layman could have seen what there was to make such a fuss about. To read some of the assertions of journals, a 'cavalier reader' 2,000 miles from the spot would be almost sure to believe that the walls of the cut from top to bottom were caving in. On the spot, there seems to be practically nothing the matter."

The best assurance of the completion of the canal at the time assigned is, Mr. Waldo thinks, not the official report of the cubic yardage of the shovels, but the character of the working population itself. He goes on:

"There were good men on the Isthmus in 1907; plenty of them, with 'their souls in the work of their hands' and the useful knowledge of the schools in their heads, plus the fruit of valuable experience elsewhere. But in 1908 the laborers in all particulars worthy of their hire are excessively in the majority, where formerly they were merely numerous. They have brought their families to the Isthmus, secure in the knowledge of

HEALTHFUL SURROUNDINGS, good schools, a generally moral environment, social divisions, and a thoroughly satisfactory commissariat. The number of gardens in three years, has increased greatly. The people really seem to care to make their door-yards beautiful. Panama begins to appear like home to them. They are not merely biding their times in durance vile, until the six-weeks' annual vacation. Every kind of fraternal organization that flourishes in the United States has taken firm root upon the Isthmus. The baseball rivalry is as fast and furious as that of the steam-shovels. There is a splendid opera-house in the city of Panama, opened in November, 1908, with a brilliant performance of 'Aida.' Whereas there were but two automobiles three years ago the passing of the 'bezzing buggy' to-day arouses no comment. The million of vitrified brick have made Panama by all odds the best-paved city between the capital of Mexico and Buenos Aires."

There is no room for any but an optimistic opinion in the mind of every American as to the present and the future of the Panama Canal."

NO MORE SPHERES OF INFLUENCE IN CHINA.

MR. STRAIGHT'S WORK IN PEKING.

According to a despatch to the Jiji the first thing to be attended to by Mr. Straight at Peking is the arrangement of the details of the loan contract, and the negotiations will be opened with the Chinese authorities in regard to the contract made in London between the capitalists of the four Powers. He observes that the contract in question is simply arranged among the bankers, and has

NO POLITICAL SIGNIFICANCE, it being a private concern. He also says that the contract pre-supposes the future development of China and friendly understandings of foreign financiers in the Middle Kingdom. As those sharing in the contract include special financiers of various Powers, he concludes, his contract closes the era in which the Powers have enjoyed spheres of influence in China.

In reference to the establishment of the Japan-China Bank Baron Takahashi of the Specie Bank is reported to be opposed to it. Although the Japanese in China, he is reported by the Japan Advertiser as saying, attack the feasibility of the Specie Bank and plead the IMPERFECT CONDITION OF THE MONETARY ORGAN

for the Colonies, the regulations of the Specie Bank do not allow the Bank to take active steps in mortgage of real estate and other business connected with real estate. Therefore, should the Specie Bank regulations be improved in such a way as to meet the necessity felt in China all complaints against the Bank will be swept away.

Mr. Shiraiwa and others who are interested in the Chinese trade speak to the following effect:—The Specie Bank commenced advances in real estate with a capital of ¥3,000,000, but has not advanced more than ¥170,000. The way the officials of the Specie Bank do business is

TOO CONSERVATIVE. In fact they are subject to official red tape. To take an instance, when the Shanghai branch of the Mitsui Bussan applied for a loan of ¥300,000 the Bank was very slow about the matter, even to pre-empt the standing of the Mitsui. Such being the case unless there is a change in the system of the Bank it will be next to impossible to progress with the time. We do not see any reason why they should object to the establishment of the Japan-China Bank.

THE FESTIVE SEASON.

EVERYTHING is ready for CHRISTMAS at the BRITISH-AMERICAN CANDY STORES, No. 15, Pottinger Street. CANDIES of every description, XMAS CRACKERS and STOCKINGS can be had at very reasonable prices.

All kinds of PRESERVE FRUITS, JAMS, &c., &c., can also be had on the premises.

Thousands of other dainty things suitable for Xmas and New Year Presents are ready for sale. Parents would do well to take their "Kiddies" to the store, where they can be sure of finding good things to suit all tastes.

Hongkong, 9th December, 1910. [750]

COMMERCIAL.

16th December, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. R. S. Kadoorie & Co.:

Allagars	5/
Anglo-Javas	11s. 7
Anglo-Malays	24/-
Balgowles	8s. 75
Bentams	6/6
Carey United	17/6 prem.
Castlefields	110/-
Changkat Serdangs	58s
Cheras (part paid)	8 prem.
Do (fully paid)	5.8
Damansaras	152/6
Eastern Internationals	13/- prem.
Glenahlys	2s. 00
Hilghlands and Lowlands	107/6
Indragiris	5s. 13
Kamunings	5/- prem.
Kuala Lumpur	165/-
Ledbury's	71/-
Liggis	47.3
London Asiatic	13/-
London Ventures	5/-
Mellmans	5/-
Pejams	51s
Pegohs	53s
Rubber Trusts	17/- prem.
Sandycrofts	520
Sepongs	37/-
Spafelds	140/-
Shelfords	73/0
Singapore & Johore	513
Sungai Chohs	91/6
Sungai Kapars	14/-
Tangkabs	30/-
Toerango	par
United Serdangs	113/6
United Singapore	51s
United Sumatras	8/3
United Langkats	90/-
Duffs	10/-
Troobbs	34/6
Para Rubber	51s per lb.

Trench Mines have declared a dividend of 7/- per share.

MORO PROVINCE FAIR.

COMING EXHIBITION AT ZAMBOANGA.

We have received from Mr. John A. Hackett, Jr., Chairman of the Publicity Committee in connection with the above Fair to be held at Zamboanga February 7-14, 1911, the following communication by way of "boosting" the forthcoming Philippines Carnival:—

The Fair will afford a rare opportunity for a week's pleasure and benefit in studying the great resources of Moroland, the Gem of the Orient. The fame of the Moro country has gone forth over all the world, from the romantic days of the Spice Islands and the discoveries of Magellan to the present.

The past decade of American occupation has developed the interesting fact that the Customs receipts have grown from P25,063.36 to P3,541.06, while the exports for the first year 1909 were P3,410,712.33, and the exports for the first quarter 1911 have increased more than one hundred per cent. over the same period of last year. Yet we stand to-day only at the threshold of a great and prosperous future in the development of our natural resources. The forests are rich in valuable timber, the mountains contain mineral wealth, and the deep, alluvial soil of the well-watered valleys and tablelands await the coming of the farmer and the cattleman.

Among the industries which have been developed beyond the experimental stage are rubber, lumber, hemp, coconuts, cattle, rice, coffee, saploca, pearl, sponges and fisheries. Large areas of unoccupied land are especially adapted for the growing of rubber, hemp, coconuts, sugar, coffee, rice, and cattle raising.

The cultivation of rubber has demonstrated beyond a doubt that our soil and climate are peculiarly suitable for this profitable industry.

Our rich soil, healthful climate and cool nights are proverbial.

Our shipping facilities are ample for present needs, with steamers from Manila, Hongkong, Singapore and Australia. The opening of the Panama Canal in 1915 will place Zamboanga on the great Pacific route from Panama to the Straits Settlements, Hongkong and Manila.

Agricultural, commercial houses and manufacturers should come in contact with the producing possibilities of the Moro Province.

Come to the Fair and study the industries, products and novelties as presented by modern methods and those of the wild tribes. Amusements of every description will be afforded. Field tournaments by the Army, sham battles, rough riding, ball games, packers' contests, etc. The peaceable and picturesque wild tribes will be in evidence with their brass, cloth, weapons and games.

Applications for space for exhibits, amusements, etc., should be made to the Secretary, Committee on Concessions, Moro Province Fair, Zamboanga, P. I.

THE FESTIVE SEASON.

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Hongkong, 9th December, 1910. [750]

To-day's Advertisement.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN."

Captain Hood, will be despatched as above on SATURDAY, the 7th January, 1911, at Noon.

This new Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th December, 1910. [750]

Events Coming.

Friday, 16th December. Bijou Scala Theatre, 9 p.m.

Tuesday, 20th December. "At Home," Government House. Sanitary Board Meeting.

Wednesday, 21st December. Hongkong Philharmonic Society Concert.

Wednesday, 22nd December. St. Joseph's College, Prize Distribution.

Friday, 23rd December. Police Ball.

Saturday, 24th December. Boxing at City Hall, 9 p.m.

Monday, 26th December. Volunteers Field Day.

WEDNESDAY,

December 21st,

9.15 p.m.

PHILHARMONIC CONCERT

THEATRE ROYAL.

Booking at Messrs. LANE, CRAWFORD & Co.

SENNET FRERES

are unrivalled in Hongkong for their Wide and Choice Stock of JEWELLERY of every kind, ORNAMENTS, CUT GLASS WARES, &c.

CALL AND SELECT XMAS AND NEW YEAR PRESENTS.

For variety and beauty our stock this year is unsurpassable.

Hongkong Hotel Buildings.

IT PAYS BEST

IN THE LONG RUN TO GO TO

KUHN AND KOMOR who have experience and expert knowledge.

If you want to buy

CURIOS THAT ARE THE REAL THING

and not shoddy imitations visit KUHN AND KOMOR'S STORE,

Hotel Buildings, Hongkong. Established 1867.

CHRISTMAS PRESENTS

for your friends.

We supply Special Xmas Cases of Wines

and Spirits according to your own requirements, at specially reduced rates for THIS SEASON only.

H. PRICE & CO., LTD.

12, Queen's Road Central,

State Express Cigarettes and Tobaccos,

10% DISCOUNT FOR XMAS SEASON.

Hongkong, 16th December, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTAGLE" WEDNESDAY, JAN. 25TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, APR. 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	"ALLAN LINE" FRIDAY, MAY 5TH.
"EMPRESS OF CHINA" SATURDAY, APR. 8TH.	

"Empress" Steamers will depart from Hongkong at 7 a.m. "Montagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Militaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various ports of interest en route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. BRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	YUENSANG	SATURDAY, 17th Dec., Noon.
SHANGHAI via SWATOW	CHOYANG	SATURDAY, 17th Dec., Noon.
SHANGHAI	LOKSANG	SUNDAY, 18th Dec., Daylight.
SINGAPORE, PENANG & OALUTTA	NAMSANG	TUESDAY, 20th Dec., 3 P.M.
MANILA	WINGSANG	SATURDAY, 24th Dec., Noon.
SHANGHAI, KOBE & MOJI	FOOKSANG	FRIDAY, 6th Jan., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kuisang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze River, Ghafoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

General Managers.

Telephone No. 315. Hongkong, 16th December, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	17th Dec., Midnight.
MANILA, ZAMBOANGA & AUSTRIA	"CHANGSHA"	19th " 4 P.M.
LIAN PORTS	"CHIHAI"	20th " 10 A.M.
HAIPHONG	"KABU"	20th " Noon.
SWATOW, AMOY & SHANGHAI	"SUNGKIANG"	20th " 4 P.M.
ILOILO & CEBU	"TAMING"	20th " 4 P.M.
MANILA	"SZKOHUEN"	20th " 4 P.M.
TSINGTAU, WEIHAIWEI & CHEFOO	"KAIPOH"	21st " 4 P.M.
ILOILO & CEBU	"CHENAN"	21st " 4 P.M.
SHANGHAI	"CHENAN"	21st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chienan*, *Lintan*, *Sandu*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

AGENTS.



HONGKONG—PHILIPPINES.

PHILIPPINE STEAMSHIP COMPANY.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S. Crosby	MANILA, ILOILO & CEBU	WEDNESDAY, 21st Dec., 4 P.M.
LAZARO	4000	E. Rice	MANILA, ILOILO & CEBU	WEDNESDAY, 28th Dec., 4 P.M.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

Hongkong, 8th December, 1910.

Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA via NAGASAKI, KOBE and YOKOHAMA	"SHATTLE MARU"	6,182	WEDNESDAY, 28th Dec., at Noon.
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"	—	TUESDAY, 10th Jan., 1911, Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO (DIRECT)	"YERIMO MARU"	SATURDAY, 17th Dec., at 5 P.M.
TAMSU via SWATOW and AMOY	"DAIGO MARU"	SUNDAY, 18th Dec., at 10 A.M.
ANPING and SWATOW via AMOY	"SOSHU MARU"	WEDNESDAY, 21st Dec., at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 16th December, 1910.

S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	MISHIMA MARU, Capt. A. E. Morse, Tons 9000 KAWAUCHI MARU, Capt. H. Peterson, Tons 7000 KAGA MARU, Capt. M. Hagino, Tons 7000	WEDNESDAY, 21st Dec., Daylight. TUESDAY, 27th Dec., P.M. WEDNESDAY, 4th Jan., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. S. Hiradahl, Tons 7000	SATURDAY, 31st Dec., From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU, Capt. K. Kawa, Tons 1000 TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 3rd Jan., at Noon. TUESDAY, 31st Jan., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekino, Tons 5000 NIKKO MARU, Capt. M. Yagi, Tons 5000	THURSDAY, 22nd Dec., at Noon. FRIDAY, 20th Jan., Noon.
BOMBAY via SINGAPORE & COLOMBO	HAKATA MARU, Capt. A. Mocker, Tons 7000	TUESDAY, 27th December.
KOBE and YOKOHAMA	HITACHI MARU, Capt. N. Matheson, Tons 7000	THURSDAY, 22nd Dec., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 5000	WEDNESDAY, 21st Dec., at Noon.
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. N. Terazaki, Tons 5000	TUESDAY, 28th December.

† Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers. † Omitting Penang. ‡ Call at Genoa.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
Miyasaki Maru	9,000	15th Feb.	To London, per New Steamer 1st class Single... £550
Kitano	9,000	1st March	" " " 2nd class Single... 350
Ito	7,000	15th "	" " " 1st class Single... 500
Hirano	9,000	29th "	" " " 2nd class Single... 350
Tango	8,000	12th April	" " " Old Sir 1st class Single... 500
Kamo	9,000	26th "	" " " 2nd class Single... 350
Aki	7,000	10th May	" " " 1st class Single... 500
Mishima	9,000	24th "	" " " 2nd class Single... 350

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
Awa Maru	7,000	28th Feb.	To Pacific Coast Common Points 1st class Single... £30
Inaba	7,000	28th March	" " " 2nd class Single... 20
Tamba	7,000	25th April	To London via New York 1st " " " 250
Awa	7,000	23rd May	" " " via St. Lawrence 1st " " " 250

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to

T. KUSUMOTO, Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOOTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMER- CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"HIMALAYA."

Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th December, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mores*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for Franco and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya* due in London on the 4th February, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

K. A. HEWETT, Superintendent.

Hongkong, 12th December, 1910.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR JESSELTON, KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to Tawao, Lahad Dato, Labuan, Jolo and Menado.

THE Steamship

"BORNEO."

Captain F. Sembill, (ready to load on Friday p.m.) will leave on SATURDAY, the 17th inst., at 11 A.M.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 15th December, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK.

S.S. "SIKH" Sailing on or about 17th December.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 13th December, 1910.

THE "INVER" STEAMSHIPS, LIMITED.

FOR NEW YORK.

THE Steamship

"INVEROLYDE."

Captain J. C. Alexander, will be despatched as above about 29th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 8th December, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain On or about

Victoria 6,232 F. S. Cowley 1910

Kumera 6,232 G. B. McGill 17th Jan. 9th Feb.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 9th November, 1910.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship

"COBLETZ."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th of December, at 9.30 A.M. All Claims must reach us before the 21st of December, 1910, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 13th December, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"PEMBROKESHIRE."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 17th instant, at 6 P.M. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on SATURDAY, 17th inst., at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

Optional Goods will be carried, on unless instructions are given to the contrary before steamer's arrival.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 12th December, 1910.

AMERICAN-ASIATIC S. S. CO. NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Company's Steamship

"INDRADEO."

Captain W. H. Lee, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 20th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Intimation.

Wau Lee,

GENERAL
PRINTERS

COMMERCIAL

STATIONER

INDIA

RUBBER

STAMP

MAKER

AND

ACCOUNT

BOOK

MANUFACTURER

TURER

47, Des Voeux
Road.

UNDERTAKES

TO DO

ALL KINDS

OF

JOB PRINTING.

FROM A

VISITING
CARD

TO A

POSTER.

ONLY FIRST-CLASS

WORK DONE.

PRICES MODERATE.

Hongkong, 1st November, 1910.

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.	
London-Bank T.T.	100/10
Do. demand	100/10
Do. 4 months' sight	100/10
France-Bank T.T.	100/10
America-Bank T.T.	100/10
Germany-Bank T.T.	100/10
India T.T.	100/10
Do. demand	100/10
Shanghai-Bank T.T.	100/10
Singapore-Bank T.T. per H.K. \$100	100/10
Japan-Bank T.T.	100/10

Buying.	
4 months' sight L/O	100/10
10 days' sight San Francisco	100/10
4 months' sight do.	100/10
10 days' sight Sydney & Melbourne	100/10
4 months' sight France	100/10
10 months' sight	100/10
1 months' sight Germany	100/10
Pat Silver	100/10
Bank of England rate	100/10
Sovereign	100/10

SHIPPING AND MAILS

MAILS DUE.

Indian (*Lalrang*) 17th inst.
American (*Nippon Maru*) 20th inst.
Canadian (*Empress of China*) 22nd inst.
American (*Siberia*) 20th inst.
American (*China*) 23rd inst.
American (*Manchuria*) 9th prox.
The Barber Line s.s. *Shimosa* sailed from Shanghai to-day for Hongkong.
The *Dowdell* s.s. *Sith* sailed from Hongkong yesterday morning, and is due at this port this evening.
The C. P. R. Co.'s s.s. *Empress of China* arrived at Kobe at 8.30 a.m. on 16th inst., and left again at noon, same day, for Shanghai, where she is due to arrive at noon on 19th inst.
The P. & O. S. Co.'s s.s. *Manchuria* was dispatched from San Francisco on 13th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, and Shanghai, and is due to arrive at Hongkong on 9th prox.

THE WEATHER.

On the 16th at 11.55 a.m.—The barometer has risen slightly over China, Annam, and the Philippines, and fallen modestly in Wladivostok.
The anticyclonic area is still central over the continent to the North of the Upper Yangtze valley.
A slight drop is seen over the Sea of Japan, and pressure is still relatively low over the S. Philippines and adjacent waters.
Very strong monsoon will continue to prevail over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inches.

1.—Hongkong and N. neighbourhood, N. winds, fresh, 6.
2.—Formosa Channel, N. and N.E. winds, strong.
3.—South coast of China between Hongkong and Lamecks, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Chibi, Br. s.s. 1,135, H. Mathias, 15th Dec.—
P. & O. 16th Dec. Gen.—B. & S.
Dalg Maru, Jap. s.s. 845, H. Murayama, 16th Dec. Gen.—O. S. K.
P. & O. 16th Dec. Gen.—B. & S.
Shanghai 13th Dec. Gen.—B. & S.
Tijah, Dut. s.s. 2,470, Pander, 16th Dec.—
Batavia Muntok 7th Dec. Sugar and Gen. J. C. J. L.
Halyang, Br. s.s. 1,361, A. E. Hodgins, 16th Dec.—Swatow 15th Dec. Gen.—D. L. & Co.
Chinkiang, Br. s.s. 1,220, Ray, 16th Dec.—
Tientsin 11th Dec. Gen.—B. & S.
Anhui, Br. s.s. 1,350, J. B. Harris, 16th Dec.—
Canton 15th Dec. Gen.—B. & S.

Clearances at the Harbour Office.
Chiyen, for Canton.
Chiyen, for Shanghai.
Chiyen, for Swatow.
Chiyen, for Hongkong.
Chiyen, for Hongkong.
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Chiyen, for Hongkong.
Chiyen, for Hongkong.

Departures.

Dec. 16.
Siam, for Takao.
H. imum, for Coast Ports.
Guden, for Hongkong.
Hulchow, for Canton.
Johanne, for Canton.
Chiyen, for Canton.
Chiyen, for Canton.
Chiyen, for Canton.
Chiyen, for Canton.
Chiyen, for Canton.

VESSELS IN PORT.

SYNOPSIS.
Achilles, Br. s.s. 7,741, R. G. Tompion, 15th Dec.—
Liverpool 9th Dec. Gen.—B. & S.
Borneo, Ger. s.s. 1,344, F. Sembill, 15th Dec.—
Batavia 6th Dec. Gen. and Timber.—M. & Co.
Boyo Maru, Jap. s.s. 1,315, Y. Yatsugane, 14th Dec.—
Port Arthur 8th Dec. Coal.—M. B. K.
Clara Jensen, Ger. s.s. 1,100, J. Bendixen, 14th Dec.—
Haiphong and Hoikow 15th Dec. Gen.—J. & Co.
Childar, Nor. s.s. 1,102, H. J. 13th Dec.—
Bangkok and Swatow 15th Dec. Gen.—
Angard Thoresen & Co.
Chinba, Br. s.s. 1,310, M. Benson, 14th Dec.—
Canton 13th Dec. Gen.—B. & S.
Empress of Japan, Br. s.s. 3,039, H. Pybus, 14th Dec.—
Vancouver 14th Dec. Gen.—
Shanghai 9th Dec. Gen.—O. P. R. Co.
Fol, Nor. s.s. 864, W. L. Andersen, 14th Dec.—
Kwan-chow-wan 14th Dec. Salt.—
Angard Thoresen & Co.
Hercules, Nor. s.s. 3,780, Wilhelmsson, 14th Dec.—
Portland 5th Nov. and Moji 5th Dec. Flour.—P. & A. Co.

Hongkong Maru, Jap. s.s. 3,447, H. Hino-kuni, 7th Dec.—
Canton 14th Sept. Coal and Dis.—T. K. K.
Hong Wan I, Br. s.s. 3,000, J. P. Mawson, 14th Dec.—
Singapore 8th Dec. Gen.—J. & Co.
Korea, Am. s.s. 5,651, J. W. Saunders, 9th Dec.—
San Francisco via Manila 8th Dec.—
Mail and Gen.—P. M. S. N. Co.
Luertes, Br. s.s. 1,340, H. O. Frampton, 10th Dec.—
Saigon 3rd Dec. Rice.—Wo Fat Sing.
Liang how, Br. s.s. 1,215, H. Harder, 14th Dec.—
Canton 14th Dec. Gen.—B. & S.
Lighting, Br. s.s. 2,112, E. P. Smith, 12th Dec.—
Singapore and Calcutta 5th Dec. Gen.—D. S. & Co.
Loragmoon, Ger. s.s. 1,745, Andersen, 5th Dec.—
Saigon 3rd Nov. Rice.—H. A. L.
Michael Jensen, Ger. s.s. 951, J. Petersen, 14th Dec.—
Haiphong and Hoikow 13th Dec. Rice and Gen.—J. & Co.
Nam Sang, Br. s.s. 2,591, F. M. B. Lake, 12th Dec.—
Kobe and Moji 8th Dec. Gen.—B. & S.
Pakia Ger. s.s. 1,024, E. Gathemann, 14th Dec.—
Bangkok and Hoikow 13th Dec. Rice and Teakwood.—B. & S.
Pheem Penh, Br. s.s. 1,065, J. H. Scott, 12th Dec.—
Saigon 6th Dec. Rice Meal and Gen.—Wo Fat Sing.
Prometheus, Nor. s.s. 1,014, O. Kornelissen, 11th Dec.—
Saigon 3rd Dec. Gen.—B. & S.
Quinta, Ger. s.s. 900, Schlosimzer, 15th Dec.—
Bangkok via Hoikow 13th Dec. Rice.—S. & Co.
Samson, Ger. s.s. 998, R. Petersen, 9th Dec.—
Bangkok and Swatow 8th Dec. Rice and Teakwood.—B. & S.
Washington, Ger. s.s. 2,519, O. Stege, 8th Nov.—
New York 3rd Sept. Petroleum in Bulk.—S. O. Oil Co.
Yeiino Maru, Jap. s.s. 2,310, S. Suruga, 8th Dec.—
Yokohama 18th Nov. and Moji 5th Dec. Coal.—O. S. K.
Yuenang, Br. s.s. 1,128, P. H. Rolfe, 13th Dec.—
Manila 10th Dec. Gen.—J. M. & Co.

SAILING VESSELS.

Juteopolis, Br. 3-masted schooner, 3,631, Dawson, 10th Dec.—
Canton 9th Dec. Coal Oil.—S. O. & Co.
Earl of Tofar, Br. 3-masted schooner, 3,400, Alex. Currie, 13th Dec.—
Moji 14th Dec. Coal.—D. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Lalrang	Singapore	J. M. & Co.	Dec. 17
Rubi	Manila	S. T. & Co.	Dec. 17
Seattle Maru	Yokohama	O. S. K.	Dec. 18
Sueda	Singapore	O. S. & Co.	Dec. 18
Nikko Maru	Thursday	N. Y. K.	Dec. 19
Nippon Maru	Yokohama	T. K. K.	Dec. 20
Emp. of China	Kobe	O. P. R. Co.	Dec. 22
Yokohama Maru	Yokohama	O. S. K.	Dec. 29
Siberia	San Felsar	O. M. Co.	Dec. 30
Monteagle	Vancouver	O. P. R. Co.	Jan. 1
Sab Felsar	San Felsar	P. M. Co.	Jan. 3
Manchuria	San Felsar	P. M. Co.	Jan. 9
Glentworth	London	S. T. & Co.	Jan. 15

CHINA COAST METEOROLOGICAL REGISTER.

December 15th, 1910, a.m.		Bar. Th. Hu. Wind W.	
Vladivostok	7 a.m.	30.4	1.68 NNE 1 b
N. mure	6 a.m.	30.4	NW 5 b
Hokodate	6 a.m.	30.2	NW 1 b
Tokio	6 a.m.	30.2	NW 1 b
Kobe	6 a.m.	30.2	NW 1 b
Nagasaki	6 a.m.	30.2	NW 1 b
Kagoshima	6 a.m.	30.2	NW 1 b
Oshima	6 a.m.	30.2	NW 1 b
Naha	6 a.m.	30.2	NW 1 b
Ishigakijima	6 a.m.	30.2	NW 1 b
Bonin Is.	6 a.m.	30.2	NW 1 b
Choshi	6 a.m.	30.2	NW 1 b
Wakatsuki	6 a.m.	30.2	NW 1 b
Hankow	6 a.m.	30.2	NW 1 b
Kinkiang	6 a.m.	30.2	NW 1 b
Shanghai	6 a.m.	30.2	NW 1 b
Gatun	6 a.m.	30.2	NW 1 b
Sharp Peak	6 a.m.	30.2	NW 1 b
Taku	6 a.m.	30.2	NW 1 b
Swatow	6 a.m.	30.2	NW 1 b
Taihou	6 a.m.	30.2	NW 1 b
Taiwan	6 a.m.	30.2	NW 1 b
Koshu	6 a.m.	30.2	NW 1 b
Pescadore	6 a.m.	30.2	NW 1 b
Canton	6 a.m.	30.2	NW 1 b
Hong Kong	6 a.m.	30.2	NW 1 b
Victoria Peak	6 a.m.	30.2	NW 1 b
Gap Rock	6 a.m.	30.2	NW 1 b
Macao	6 a.m.	30.2	NW 1 b
Wuchow	6 a.m.	30.2	NW 1 b
Hulchow	6 a.m.	30.2	NW 1 b
Phuoi	6 a.m.	30.2	NW 1 b
Tourei	6 a.m.	30.2	NW 1 b
O. St. James	6 a.m.	30.2	NW 1 b
Amoy	6 a.m.	30.2	NW 1 b
Legaspi	6 a.m.	30.2	NW 1 b
Bicolod	6 a.m.	30.2	NW 1 b
Hilo	6 a.m.	30.2	NW 1 b
Cebu	6 a.m.	30.2	NW 1 b
Labuan	6 a.m.	30.2	NW 1 b

December 16th, 1910, a.m.

Vladivostok	7 a.m.	30.5	0.66 NE 4 b
Nemoro	6 a.m.	30.5	NW 2 b
Hokodate	6 a.m.	30.5	NW 2 b
Tokio	6 a.m.	30.5	NW 2 b
Kobe	6 a.m.	30.5	NW 2 b
Nagasaki	6 a.m.	30.5	NW 2 b
Kagoshima	6 a.m.	30.5	NW 2 b
Oshima	6 a.m.	30.5	NW 2 b
Naha	6 a.m.	30.5	NW 2 b
Ishigakijima	6 a.m.	30.5	NW 2 b
Bonin Is.	6 a.m.	30.5	NW 2 b
Choshi	6 a.m.	30.5	NW 2 b
Wakatsuki	6 a.m.	30.5	NW 2 b
Hankow	6 a.m.	30.5	NW 2 b
Kinkiang	6 a.m.	30.5	NW 2 b
Shanghai	6 a.m.	30.5	NW 2 b
Gatun	6 a.m.	30.5	NW 2 b
Sharp Peak	6 a.m.	30.5	NW 2 b
Taku	6 a.m.	30.5	NW 2 b
Swatow	6 a.m.	30.5	NW 2 b
Taihou	6 a.m.	30.5	NW 2 b
Taiwan	6 a.m.	30.5	NW 2 b
Koshu	6 a.m.	30.5	NW 2 b
Pescadore	6 a.m.	30.5	NW 2 b
Canton	6 a.m.	30.5	NW 2 b
Hong Kong	6 a.m.	30.5	NW 2 b
Victoria Peak	6 a.m.	30.5	NW 2 b
Gap Rock	6 a.m.	30.5	NW 2 b
Macao	6 a.m.	30.5	NW 2 b
Wuchow	6 a.m.	30.5	NW 2 b
Hulchow	6 a.m.	30.5	NW 2 b
Phuoi	6 a.m.	30.5	NW 2 b
Tourei	6 a.m.	30.5	NW 2 b
O. St. James	6 a.m.	30.5	NW 2 b
Amoy	6 a.m.	30.5	NW 2 b
Legaspi	6 a.m.	30.5	NW 2 b
Bicolod	6 a.m.	30.5	NW 2 b
Hilo	6 a.m.	30.5	NW 2 b
Cebu	6 a.m.	30.5	NW 2 b
Labuan	6 a.m.	30.5	NW 2 b

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

A Mail will close for—

Haiphong—Per *Michael Jensen*, 17th Dec., 8 A.M.
Manila—Per *Yuenang*, 17th Dec., 10 A.M.
Shanghai—Per *Choyang*, 17th Dec., 10 A.M.
Jesselton, Kudat and Sandakan—Per *Birao*, 17th Dec., 10 A.M.
Saigon—Per *Prometheus*, 17th Dec., 10 A.M.
Shanghai—Per *Choyang*, 17th Dec., 10 A.M.
Bangkok—Per *Choyang*, 17th Dec., 10 A.M.
Hankow, Kobe, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per *Korea*, 17th Dec., 11 A.M.
Macao—Per *Sui Tai*, 17th Dec., 11 A.M.
Swatow—Per *Halyang*, 17th Dec., 3 P.M.
Saigon—Per *Prometheus*, 17th Dec., 3 P.M.
Takao—Per *Yuenang*, 17th Dec., 4 P.M.
Swatow and Shanghai—Per *Lokong*, 17th Dec., 5 P.M.
Hoikow—Per *Amio*, 17th Dec., 5 P.M.
SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Anhui*, 17th Dec., 5 P.M.
Swatow, Amoy and Tamsui—Per *Dalg Maru*, 18th Dec., 9 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Fremantle, Perth and Fremantle—Per *Choyang*, 19th Dec., 3 P.M.

Ships Passed The Canal.

18th November—*Achilles*, *Oceanic*, *Siberia*, *Premier*, *Albia*, 22nd November—*Nippon*, *Binwrick*, *Glentworth*, *Gordon*, *Sunda*, *Indra*, 25th November—*Antioch*, *Brigandine*, *Hirano Maru*, *Glamorgan*, *Felous*, *Yarck*, *Towara*, 29th November—*Cardigan*, *C. Ford*, *Lae*, *Breconshire*, *Hitch*, *Maru*, 2nd December—*Glentworth*, *Dumfries*, *Nubla*, *Stentor*, *Pavlov*, *Slavonia*, *Ida*, *avril*, 6th December—*Belvedere*, *Major*, *Pithon*, *Perseus*, *Alba*, *Baltica*, 9th December—*Argonaute*, *Bilg*, *Ula*, *Bolton*, *Tan*, *O Maru*, 13th December—*Caledonia*, *Diana*, *Filatshir*, *Kama Maru*, *Lokian*, *Miyazaki Maru*, *Pirius*, *Fram*, *Saxonia*, *Segula*, *Soya Maru*, *Tamk*, 18th November—*Prins Eitel Friedrich*, *Myrmidon*, *Albion*, *St. Patrick*, 21st November—*Syria*, 22nd November—*ly Maru*, 25th November—*Oceanic*, *Welsh Prince*, 29th November—*Carmarvonshire*, *Prometheus*, 2nd December—*Hirano Maru*, *Felous*, *Yarck*, *Bedenka*, 6th December—*Albia*, *Dumfries*, *Albia*, 13th December—*C. Ford*, *Lae*, *Breconshire*.

	Dec 15	Dec 16
Barometer	30.5	30.4
Temperature	54	58
Humidity	57	50
Rainfall	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

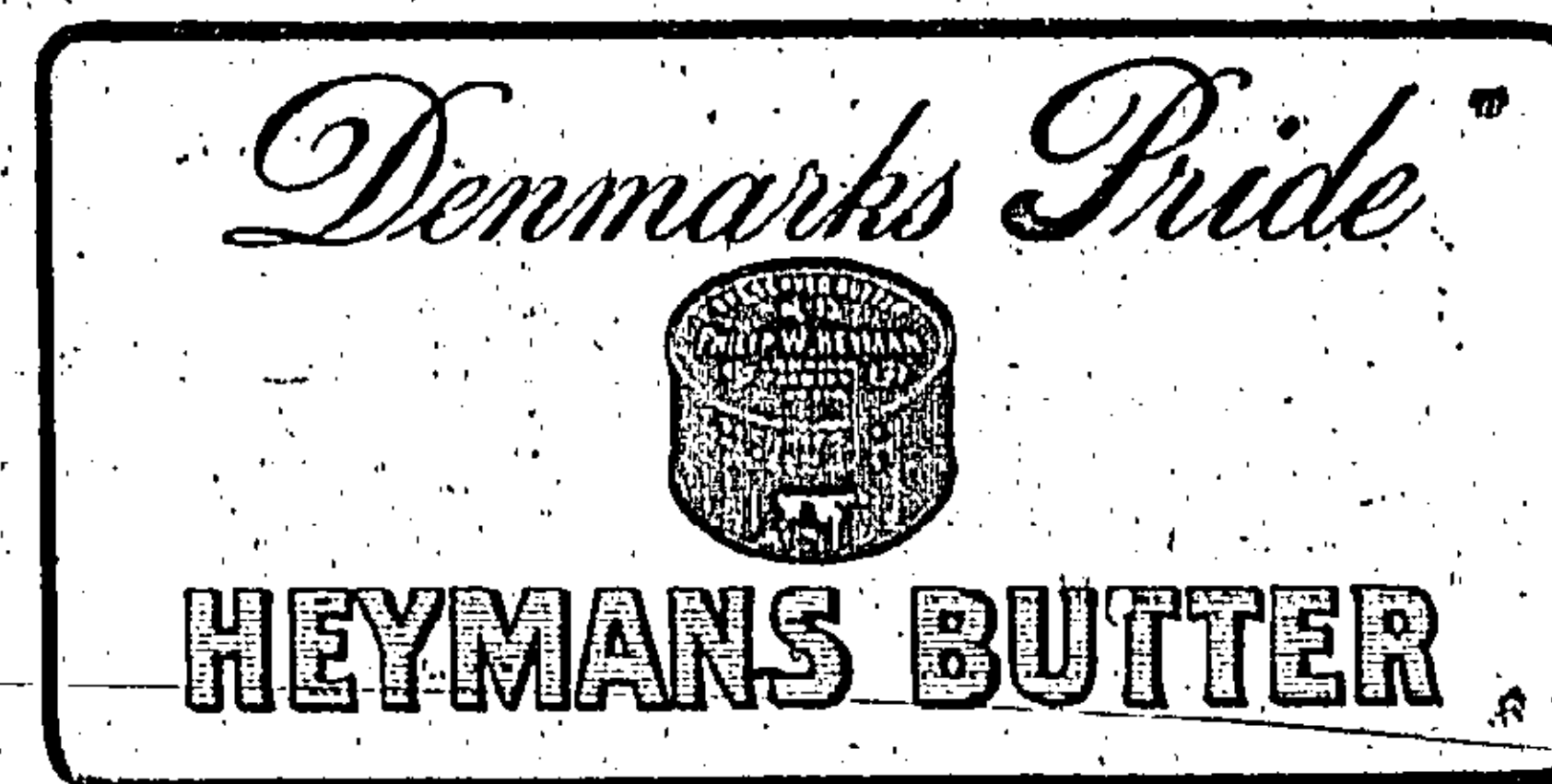
NAME.	CLASS.	TONS.	GUYS.	H.P.	CAPTAIN.	LAST REPORTED AT.
Alacrity	despatch-vessel	700	4	500	Acting-Commander P. H. Noble	Shanghai
Astraea	cruiser, and class	4,360	10	7,000	Captain H. B. Kiddle	Hongkong
Bramble	river gunboat	710	6	900	Lt.-Comdr E. G. Washington	Shanghai
Brilliant	river gunboat	710	6	900	Lt.-Comdr E. H. Donovan	Wai-shai-wai
Cadmus	sloop	1,070	6	1,400	Commander H. R. Vane	Shanghai
Cheub	water tank and tug	100	—	100	Master W. Smith	Hongkong
Olio	sloop	1,070	6	1,400	Commander H. R. Vane	Shanghai
Fano	torpedo boat destroyer	105	6	5,700	Lt.-Comdr C. B. Land	Hongkong
Flora	cruiser, and class	4,360	10	7,000	Captain John Nicholas	Shanghai
Handy	torpedo boat & stroyer	275	6	4,000	Lt.-Comdr B. J. Goy, V.C.	Hongkong
Hait	torpedo boat destroyer	275	6	4,000	Lt.-Comdr H. S. Mcnroe	Hongkong
Janni	torpedo boat destroyer	280	6	5,900	Lt.-Comdr G. G. Henthcote	Hongkong
Kent	cruiser, 1st class	9,200	14	12,000	Captain S. Farquhar	Hongkong
Kent	river gunboat	616	4	1,200	Lt.-Comdr T. J. S. Lyne	Yasutian
Klaska	surveying ship	1,070	6	1,400	Captain F. O. Learmonth	Sandakan
Micotaar	armoured cruiser 1st class	14,000	14	27,000	Act. Captain A. Lowndes	Hongkong
Monmouth	cruiser, 1st class	9,800	14	12,000	Captain H. L. P. Heard	Hongkong
Moore	river gunboat	100	—	100	Lt.-Comdr G. P. Leith	Hongkong
Newcastle	protected cruiser and class	4,800	—	—	Captain George P. E. Hunt, D.S.O.	Singapore
Nightingale	river gunboat	65	2	140	Lt.-Comdr C. H. Woodward	Yangtze
Otter	torpedo boat destroyer	350	2	6,300	Commander Lamb	Hongkong
Robie	river gunboat	85	2	140	Lt.-Comdr Osmo A. O. Douglas	West River
Sandpiper	river gunboat	85	2	140	Lt.-Comdr J. B. Southby	West River
Salpe	river gunboat	85	2	140	Lt.-Comdr J. M. Barker	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	Comdr E. J. Trillo	Hongkong
Tamar	receiving ship	4,550	6	—	Comdr J. J. Eyles	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr R. R. Hamilton	Yangtze
Thistle	river gunboat	710	6	900	Lt.-Comdr C. E. E. Land	Shanghai
Virago	torpedo boat destroyer	350	6	6,300	Comdr R. L. Hancock	Singapore
Waterwitch	surveying ship	622	4	450	Lt.-Comdr C. B. Hancock	Hongkong
Whiting	torpedo boat destroyer	195	2	800	Lt.-Comdr M. H. Wilding	Yangtze
Widgeon	river gunboat	195	2	500	Lt.-Comdr B. R. Brooks	Yangtze
Woodcock	river gunboat	195	2	550	Lt.-Comdr G. F. A. Mulock	Yan tzu
Woodlark	river gunboat	195	2	550		

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE PERCENTAGE AT PRESENT CLOSING QUOTATIONS.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,029,300	£1 for first half year ending 30.6.10 @ 2 1/2 1/10 = \$22.45	950 sellers £80.
National Bank of China, Limited	99,995	£7	£6	\$4,000 \$10,000	\$30,558	\$2 (London 1/6) for 1909	580 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$1,600,000	none	\$15 for 1909	8 1/2 % \$185
North China Insurance Company, Limited	10,000	£25	£5	\$1,600,000 \$1,600,000	Tls. 205,119	Final div. of 7 1/2 % for '09 making 15 % in all...	5 % Tls. 150 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,600,000 \$1,600,000	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	7 % \$87 1/2
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,600,000 \$1,600,000	\$77,627	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	11 % \$150 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,600,000 \$1,600,000	\$43,400	\$6 and bonus \$2 for 1908	7 % \$110
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,600,000 \$1,600,000	\$426,218	\$27 for 1908	8 % \$360
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$1,600,000 \$1,600,000	Dr. \$3,777	\$12 for 1908	8 % \$8
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,600,000 \$1,600,000	none	\$1 for year ending 30.6.1908	2 1/2 % \$20 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,600,000 \$1,600,000	\$20,766	Dividend of \$1 1/2 for 30.6.10	8 1/2 % \$30
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	£5 £5	£5 £5	\$1,600,000 \$1,600,000	15,161	3 % = 1/2 on Preferred shares only for 1910	5 % \$56 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,600,000 \$1,600,000	192,994	Final div. of 2 1/2 per sh. (comp. 14) making in all 4 1/2 per sh. for '09 & aa int. div. of 2 1/2 per sh. on ac. for '10	5 % \$25
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,600,000 \$1,600,000	11,159	A dividend of 7 1/2 % for y. ending 30.4. 1910 A bonus of 5 %	6 % \$12 1/2 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,600,000 \$1,600,000	Dr. \$8,090	\$5 for half year ending 30.6.1910	6 % \$124
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,600,000 \$1,600,000	Dr. \$1,158,89	\$1 for 1899	6 % \$22 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,600,000 \$1,600,000	£1,435	(Final div. of 1/4 for the year 1910 making 15 % (coupon No. 15)	9 % Tls. 15 1/2
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$1,600,000 \$1,600,000	none	First year	Pa. 10 \$44 sellers
Raub Australia Gold Mining Company, Limited	150,000	£1	£1	\$1,600,000 \$1,600,000	none	\$1 per share 1910 dividend	5 % \$370
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	\$1,600,000 \$1,600,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15 \$1.75 for year ending 31.12.10	5 % \$5
Penwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,600,000 \$1,600,000	Dr. \$8,460	\$2 1/2 for 1909	4 1/2 % \$51 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,600,000 \$1,600,000	\$264,847	3 1/2 for half year ended 30.6.1909	3 1/2 % Tls. 67 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,600,000 \$1,600,000	\$1,177	Final of Tls. 1 1/2 making Tls. 6 in all for year 1904-1910	8 % Tls. 97 1/2
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	\$1,600,000 \$1,600,000	Tls. 6,26	Interim of Tls. 3 for 1910	7 % Tls. 97 1/2
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	\$1,600,000 \$1,600,000	Tls. 9,222	Tls. 6 for year ending 27.2.10	5 1/2 % Tls. 97 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,600,000 \$1,600,000	Tls. 4,314	8 1/2 for 1910	8 1/2 % \$121 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,600,000 \$1,600,000	\$1,400	\$3 on old shares \$1.50 on new shares for half year ending 30.6.10	6 % Tls. 165
Hongkong Hotel Company, Limited	8,000	\$50	\$25	\$1,600,000 \$1,600,000	\$17,9	Interim of \$3 1/2 for 1910	7 % Tls. 165
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,600,000 \$1,600,000	\$5,471	45 cents for 1909	6 % \$6
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,600,000 \$1,600,000	\$2,9	\$2 1/2 for 1909	8 % \$33
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,600,000 \$1,600,000	none	Interim of Tls. 3 for 1910	6 1/2 % Tls. 105
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,600,000 \$1,600,000	Tls. 62,069	Interim of \$1.80 for 1910	8 1/2 % \$39
West Point Building Company, Limited	12,500	\$50	\$50	\$1,600,000 \$1,600,000	\$1,955	Tls. 2 1/2 for year ending 31.10.09	8 1/2 % \$44
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	\$1,600,000 \$1,600,000	\$10,991	50 cents for year ending 31.7.08	10 % Tls. 50
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	\$1,600,000 \$1,600,000	\$1,955	Tls. 7 1/2 for year ending 30.9.09	10 % Tls. 48 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,600,000 \$1,600,000	\$1,177	Tls. 6 for 1909	10 % Tls. 147 1/2
Leong-kong-mow Cotton Spinning & Weaving Co., Ltd. Say Chee Cotton Spinning, Limited	8,000 3,000	Tls. 100 Tls. 100	Tls. 100 Tls. 100	\$1,600,000 \$1,600,000	\$1,177	Tls. 35 for 1909	17 % Tls. 147 1/2
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,600,000 \$1,600,000	\$648	15 % per share for 1909	6 1/2 % \$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,600,000 \$1,600,000	\$10,000	60 cents for 1909	6 1/2 % \$91 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,600,000 \$1,600,000	\$10,000	60 cents for year ended 28.2.06	10 % \$71 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,600,000 \$1,600,000	\$1,000	80 cents for 1909	7 % \$17 1/2
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,600,000 \$1,600,000	\$1,890	\$1.20 for year ending 31.7.09	7 % \$34 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,600,000 \$1,600,000	\$4,390	Interim of 15 cents per share for 1910	10 % \$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,600,000 \$1,600,000	\$5,000	14 per cent. viz. \$1.40 for 1909	12 % \$20 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,600,000 \$1,600,000	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 % \$123 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,600,000 \$1,600,000	\$9,176	Interim of \$2 per share for 1910	6 % Tls. 105
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,600,000 \$1,600,000	\$11,682	Interim of \$1 per share for 1910	5 % \$11 sellers
Maatschappij of Mijne, Bosch- en Landbouw exploitatie in Langkat, Limited	25,000	G \$10	G \$10	\$1,600,000 \$1,600,000	Tls. 6,264	all Tls. 37 1/2 for 1910	5 1/2 % \$11 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,600,000 \$1,600,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 % Tls. 105
Peak Tramway Company (new)	50,000	\$10	\$10	\$1,600,000 \$1,600,000	\$18,640	None	5 % \$36 sellers
Philippine Company, Limited	75,000	\$10	\$10	\$1,600,000 \$1,600,000	\$18,640	None	5 % \$800 Hongkong currency
Shanghai-Samat Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,600,000 \$1,600,000	Tls. 5,250	No dividend this year	5 % \$25
Societe des Papiers et Papeteries du Tonkin	13,200 Benefit shares 1,300	50 Halbhong Nominal	55 Halbhong Currency	\$1,600,000 \$1,600,000	none	First year	5 % \$5 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,600,000 \$1,600,000	Dr. \$11,096	None	8 % \$67 sales
Steam Laundry Company, Limited	20,000	\$10	\$10	\$1,600,000 \$1,600,000	\$11,096	None	5 % \$114 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,600,000 \$1,600,000	\$4,000	15 % per ordinary sh. for year ended 31.5.10	5 % \$3 sellers
United Asbestos Orienta Agency, Limited	10,000	\$10	\$10	\$1,600,000 \$1,600,000	\$1,041	35 cents for 1909	5 % \$3
Watkins Limited	10,000	\$10	\$10	\$1,600,000 \$1,600,000	\$2,011	5 % for 1909	5 % \$3
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,600,000 \$1,600,000	\$2,011	None	5 % \$3
William Powell, Limited	15,000	\$7	\$7	\$1,600,000 \$1,600,000	\$78	None	5 % \$3

Intimations



SIEMSEN & CO., Sole Agents.

49

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, loss of vitality, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-colored water, etc., are all so many different phases of brain and nerve wreckage and exhaustion; the cause of by far the greater portion of the every ill-health and despondency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of impure blood, whether induced by impure food, or by any other cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, wherever and in whatever form met with, removing all blotches, pimples, scurf, sores, eruptions, and all other skin diseases, discolored patches, roughness and unsightly patches, etc. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, scrofula, had legs, bad breath, abscesses, ulcers, wounds, sores, gonorrhea or venereal taint, improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unimpaired Vendor may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOT'S, CASH CHEMISTS.

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LI KWONG LOONG & CO.,CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORENo. 19, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this nameWHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, etc., supplied.Messrs. A. S. Watson & Co., Ltd., write as
follows:—"We have pleasure in stating that Mr. Li
KWONG LOONG furnished the Accents
to our Dispensary and gave us every satis-
faction." (Sd.) A. S. WATSON & Co.,
15th May, 1909.ORDERS punctually attended to, and
CHARGES most moderate.AN INSPECTION INVITED.
HONGKONG, 6th August 1909**KWONG FUNG YUEN,**HEAD OFFICE—No. 83, Des Vaux Road West
TIMBER YARDS—Kennedy Town.TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.H.A.V. always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yucca, Hardwoods, Oregon Spar
Chinese Spar, Chinese Pine of all descriptions
Inspection invited to the Yards.
Best Terms.
Quick delivery.**LEUNG TAI,**
Managing Director.
Hongkong, 16th January, 1910.

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THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 21st December, 1909.Wonderful
New
Designs!Special for
Christmas!JEWELLERY
PRECIOUS
STONES

&c., &c., &c.

MOHIDEEN &
CO.,38, QUEEN'S ROAD
CENTRAL.

Hongkong 14th November, 1909.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.Gentlemen's Shirts made to order, and Gents
and Collars renewed on old ones.Ladies and Children's Under-clothing, Chil-
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Materials can be supplied, if required.The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made,
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong 12nd April, 1904

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TSIN TING.LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.REASONABLE FEES.
Consultation Free.
Hongkong, 10th January, 1910.**DR. M. H. CHAUN,**
DENTAL SURGEON,
22, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.
Hongkong, 27th January, 1910.